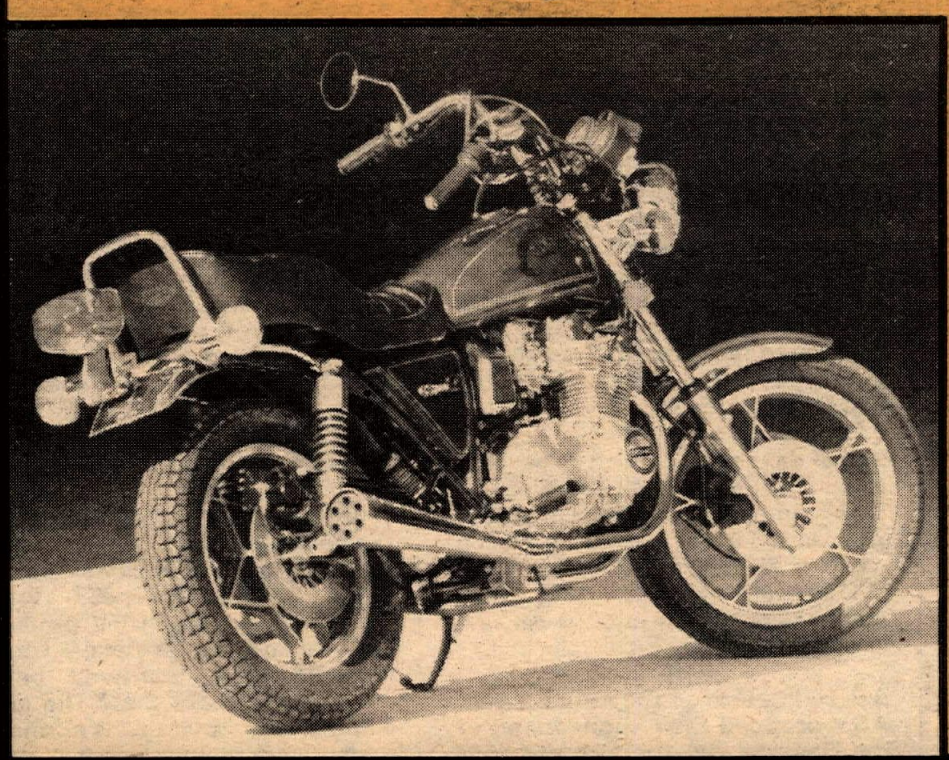
CYCLE NEWS®

WEST Volume XVI : Number 8 : March 7, 1979 75¢

Double Grand Prix coverage!

Soboba GP survivors celebrate

Un-Leap Year GP falls to works MXer



Suzuki choppers?

L-series unveiled

Plus

AFM packs Daytona stars in at Ontario!

Inside peek at Yoshima's fabulous 400-F

NEWSPAPER

Coast t

In California, Brian Myerscough and Suzuki give 'em the old one-two.

Brian Myerscough and his 125 Suzuki.

They finished 1-2 in the final race of the Suzuki Golden State Series and won the overall championship.

So the former Grand National Mini Champ and last year's AMA "Rookie of the Year" is knocking 'em out again.

The kind of Suzuki performance Brian has going for him is easy to get going for you.

Just drop by your Suzuki Dealer and see what cooks.

Visit your Suzuki Dealer and see the all-new '79 RM models.

SUZUKI®

o coast.

In Florida, Mark Barnett and Suzuki are coming in first again.

Last year in the Florida-AMA Series, Mark Barnett made his first start for Team Suzuki.

And he rode his RM-125 all the way to the Series Championship.

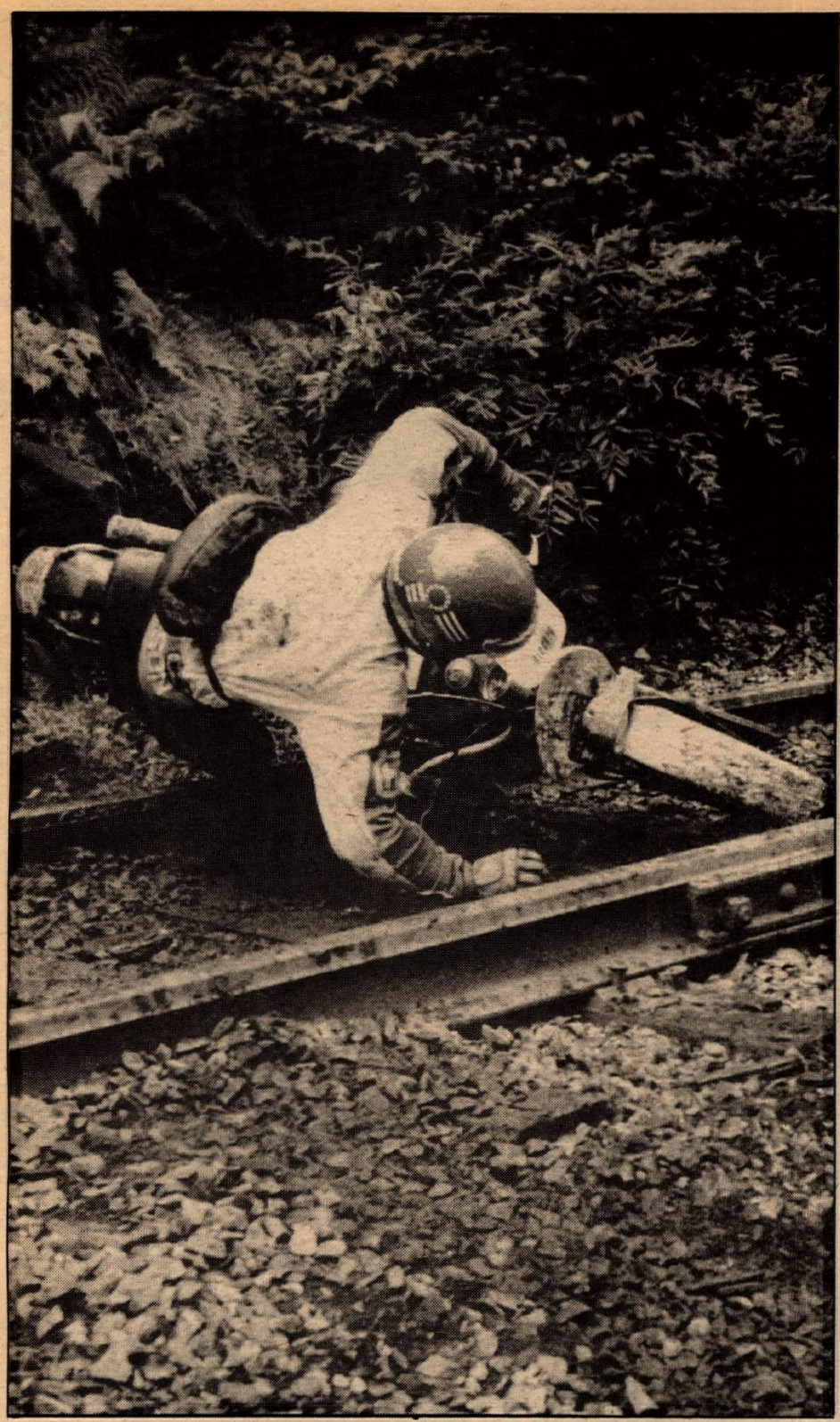
Mark loves to repeat himself.

In this year's Florida Series, he's already copped two overall wins and is the points leader.

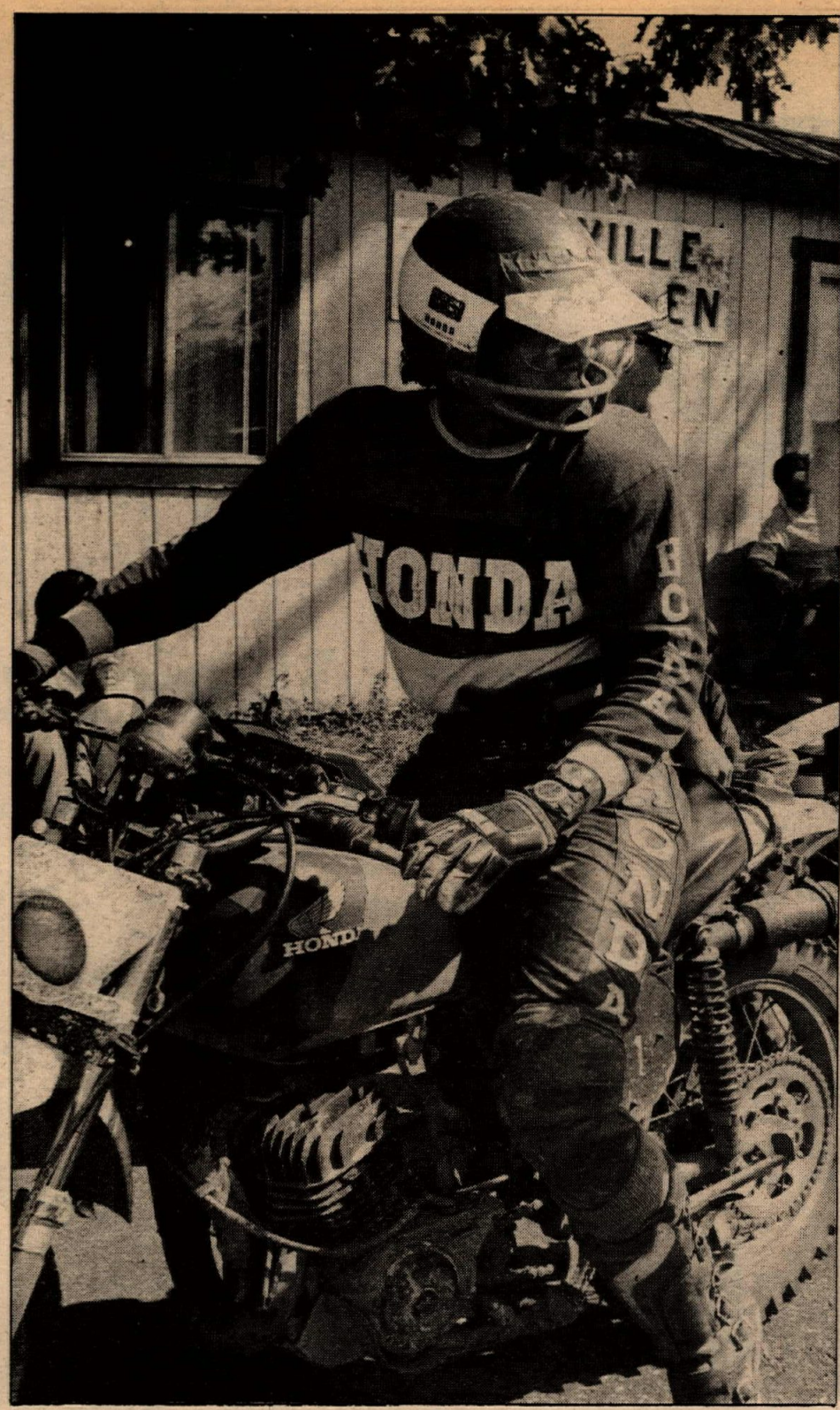
Amazing.

You just might amaze yourself with what an RM-125 can do.

Suzuki. The performer.



Even a king must fall! Dick Burleson crosses the railroad the hard way.



From helmet to boots, former Team Honda member Don Sanford is protected.

Championship Enduro

Riding gear

What you don't wear may hurt you

If you think about this old maxim in relation to the bumps and scrapes and worse injuries of your past riding experience you'll realize how true it often is. When you fail to protect yourself with proper riding gear (there's great disagreement about what is *proper)* you're sure to pay the consequences. Wear sneakers and you're sure to drop your bike on your foot... shed your jacket on a warm day and you'll likely get slashed by a dead tree branch... Go for a short ride without your helmet and you can expect to high-side in a sticky turn and land on your head.

So by the time you're ready to take up enduro riding you've already learned a lot about what protective gear you need or want. At least you think you do. The trouble is an endurance run goes on no matter what the weather or terrain conditions, and it's tough riding. What you need to wear is what gives you the protection and security you want, which along with some amount of comfort when it's wet and cold or dusty and hot, will permit you to ride your best when everything's a mess.

Helmet and visor

There are many good brands, but Bell is still the standard of quality. They're built with a fiberglass shell with foam rubber padding *and* a crushable styrofoam liner inside the top to absorb really hard impacts. All can be repaired or rebuilt by the factory.

Experienced trail and enduro riders usually avoid the cheaper polycarbonate-shell helmets because even though they won't crack as easily as fiberglass, this very quality causes them to twang your head and rattle your brains even in a minor fall. We proved this twice in a very short time in our own family when I wiped out on a hill and slammed down on the back of my head, and my two dirt-riding sons met head-on on a blind corner in a trail. The only one of the three of us unfazed was Charlie, who was wearing a fiberglass helmet. George and I wore polycarbonate helmets at that time (we've since changed); and he got up feeling slap happy, and I didn't get up for a few minutes. I was unconscious.

Several manufacturers sell helmets with shells laminated of both materials to get the best qualifities of each in one piece of protective headgear. They claim they're better than plain fiberglass, but until comparative tests are made available to buyers, each riders will have to decide for himself.

Almost as important as the construction is the fit. It should feel pleasantly snug, not wobble around, yet shouldn't squeeze your skull. Be sure to fasten it securely with the chin strap so it stays in place even when you fall. What about full coverage? Some enduro riders wear them; others like Jack Penton feel they are not only warm and heavy, but restrict downward vision at your enduro instruments. You don't want to have to tilt your head every time you check your odometer or computer.

You probably already have a visor, but if you don't, snap one on your helmet right away. A visor is not worn for style; it's worn for protection, protection mainly from rain and flying mud and the glare of the sun when it's low. You'll enjoy enduro riding more if you have one. Duckbills are the most common, and there's one that's louvered to let air pass through at high speed so the wind won't try to pull your helmet off. Another is a transparent smoke-tinted visor with flip-up eye shield underneath to keep your goggles clean or to use in place of them if they get muddy or are broken. If you can't find a visor that suits you exactly, get a plain duckbill and trim it to the size and shape you want.

Eye protection

You need eye protection every time you ride, but especially when you ride on trails. Although there are many ways you can go (including the visor with the flip-up shield mentioned above), the weather and riding conditions where you ride will actually determine your best choice.

Lots of enduro riders like the inexpensive Hi-Point Six Days glasses Penton imports from Italy. They're so light you hardly know you have them on, they give good vision (clear and tinted lenses are available), and if they get badly scratched or broken you just throw them away and get a new pair. But if it's dusty you need full goggles. Among the best are the non-fogging Scott goggles many top ISDT riders wear. With them you have no trouble with steaming up if it rains. Other goggles can be treated with anti-fogging chemical by the rider, himself.

What if you wear prescription glasses all the time? Enduro champ

Full coverage helmet gives best protection, but may restrict vision.

In winter you want to be warm and dry, yet free enough to push.

Dick Burleson does. He just wears his regular glasses when he rides and carries lots of rags to wipe them off. Some riders get larger prescription glasses for riding (the familiar Ray Ban pilot's glasses shape is one example). But whatever glasses you wear make sure the lenses are made of impact-resistant glass or hardened plastic, and the frames will be comfortable and safe, even in a fall. Some goggles will fit over your prescription glasses, even though they do restrict visibility somewhat. Better, and more expensive, are the goggles you can buy with prescription lenses in place of the normal glass.

With any goggles, if you wear the strap on the outside of your helmet, tape it in place so branches won't catch hold and pull them off.

Boots and socks

So many good motorcycle boots are available now you'll have no trouble finding a pair that's comfortable and provides basic protection for your feet and legs. That means they're built of heavy leather or plastic and are at least 16 inches high. Lace-up lineman's type leather boots will work fine and they cost a lot less. But they also don't have the extras reinforcement and padding real motorcycle boots have, like shin padding or shield, hard toes, steel arch support and foam-filled cuffs at the top to help keep out water.

Contrary to what new enduro riders may think the smooth motocross wole is preferred over the cleated Vibram type enduro sole. You can get either one when you buy your boots, but the smooth sole slides on the ground easier in turns (even though you normally ride an enduro with your feet up), and it doesn't catch on the footpegs when you have to slide a foot off quickly for balance or footing. If you prefer the better traction of the enduro sole, or you don't want to rush out and buy a new pair of boots, do as Jack Penton suggests and grind away the lugs just ahead of the instep. This way they'll slide off the pegs when you want them to, but they'll grip the ground when you're pushing or pulling your bike out of trouble.

Boots with the MX sole usually come with toe plates, and it's a good idea to put them on any boots you wear riding to keep the soles from being pulled apart when you happen to drag your feet.

Good boots will protect your feet and legs better, and they'll feel more comfortable, if you clean them when they're dirty and waterproof them often with something like Sno-Seal or Mink Oil. Apply a couple of coats, especially at the seams, if the first coat seems to soak in rapidly. Silicone spray is also a good waterproofer, but it doesn't do as good a job of restoring dried-out leather, On plastic boots it's all that's needed to waterproof the seams.

Wear the socks that are the most comfortable in your boots, MX socks, heavy wool over light cotton or synthetic anklets, athletic socks or even, as the salty New England Trail Riders Association suggests, the sea sock. These are heavy knit cotton socks that cushion the foot and absorb sweat and water.

Gloves

Protection of the palms of your hands from blistering and the backs from the scratches of branches and brush becomes very important once you start riding the long off-road distances enduros involve. Almost any kind of leather gloves will work, even the Trucker Specials and gardening gloves you can buy at most hardware stores. MX gloves with the protective rubber ribs on the back are better, and the enduro version of these has longer cuffs to outlap your jacket sleeve and keep out rain. Carry an extra pair in your pocket if the day is wet. A dry pair part way through the run will give you a real lift.

In cold weather, heavily padded gloves or mittens will work, but your forearms will get very tired from trying to grip tightly through the padding. Jack Penton's solution is to wear nylon gloves underneath his regular enduro pair if the day is dry. On wet days he might use ski gloves one size larger, which he's altered by cutting off the padding in the palms. You have to turn them inside out to do this evenly.

Face protection

Dental work is expensive, and gumming your food for the rest of your life can be a bore, so if you're like most enduro riders, who for visibility reasons prefer not to wear a full-coverage helmet, you'll probably want some other form of mouth or face protection.

There are plenty of good ones to choose from. In fact it seems like a new design comes on the market almost every month. Most are designed for motocross racing, but the protection they give from facial disfigurement works just as good in enduro riding.

The problem is, during an enduro you've also got to breathe hard at times, like when you're heaving with every ounce of strength to break the suction of a swamp bottom and get your bike to firm ground, even though it's 85 degrees and you've already ridden almost a hundred miles. You

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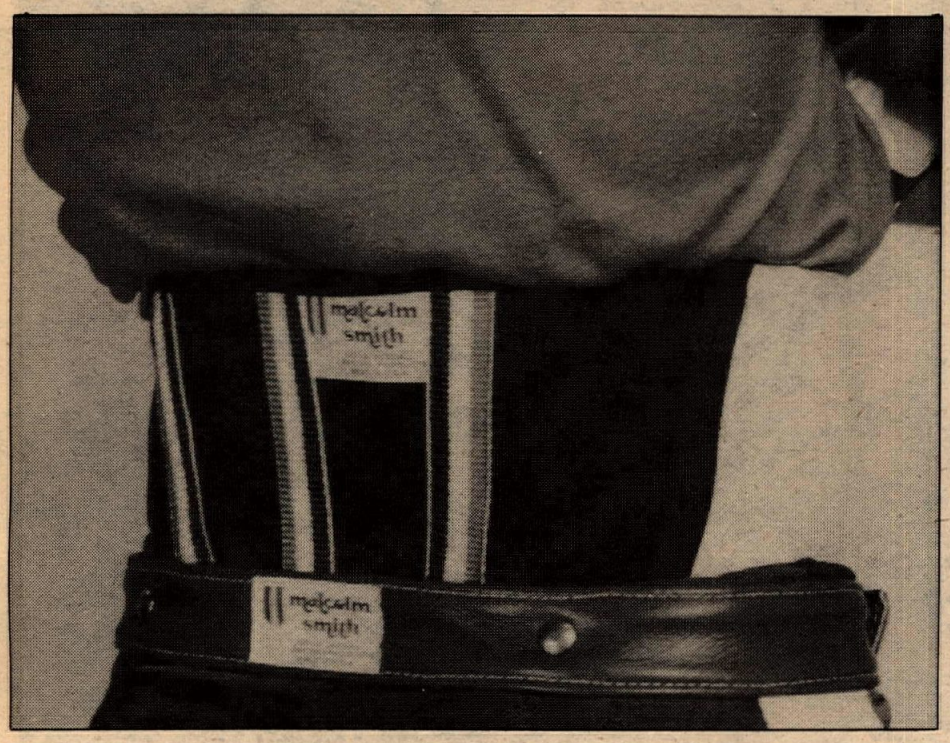
(Above) Weather and personal preference affect your choice of eye protection. (Below) Kidney belts give good internal support, reduce fatigue.



Hi-Point boots are won by many top national riders.

need air! And remember, you're on your bike a lot longer than an MX rider is. If you're sweating or your nose is running, you may be mighty uncomfortable with some mouthguards. With some of them you even have to remove your helmet just to have a drink or wash the dust out of your mouth. Better think of these things when you're out looking or trying them on.

The small plastic Jofa has been popular for some time now because it's feather light and does a good job of protecting your mouth and chin. Be sure to tape the strap-adjusting buckles so they won't loosen. Unless your face gets wet from perspiration and it starts to chafe, you won't even know you've got it on... until you have to breathe hard. Some enduro riders complain they can't get enough air when wearing a Jofa.

Much greater protection, extending from your goggles down to your chin, is provided by the Pacifico Face Fender and similar guards, and the shields that fasten to your goggles, like the Scott Face Guard. The face fender type really makes any helmet into a full-coverage one, with much better protection for your nose, as well. Visibility is slightly better than with a full-coverage helmet, however. Both do a good job of deflecting branches, too, important when you compete on the tight woods trails of eastern enduros.

You pay for this superb protection by having cooling fresh air blocked from your face. To some riders it's too restrictive when they're working hard and need big gulps of air so they go back to the football type that bolts securely onto the helmet. It's not as stylish, and it lacks some of the protection from branches and small stones the newer types have, but your chin and mouth are well protected, especially in a fall, and visibility and air flow are completely unrestricted because of the open construction. They are popular enough so that most dirt bike dealers and accessory shops carry them. And they're easy to install.

Jackets and pants

The simplest and least expensive enduro clothing is denim jeans and jacket, with some kind of rain gear worn on top during wet weather. Jeans are comfortable, lightweight and tough. And they breathe! If they get wet they'll keep you cool as you ride, which on some days is a real blessing. If you buy the straight cut you can wear them over your boots and have more freedom of movement. The jacket has enough pockets for small stuff you may want to carry along, and worn partly open the wind really keeps you cool. Plastic rain gear will keep you dry, but it can be hot because no air gets through it. Better are the medium priced rain suits. They're nylon, resist tearing, and have big pockets and adequate venting.

The real enduro uniform, though, is the Barbour or Belstaff type jacket and pants worn by serious riders who know how much keeping dry can mean in a long run. The authentic outfits are made of drab-colored heavy waxed cotton that's tear-resistant and waterproof. To keep them waterproof you don't wash them, just let the dirt and grime add to their charm. These suits are expensive and seem to last forever

More modern versions of these traditional enduro outfits are on the market. They're made of nylon and other synthetic fabrics, and they come in brighter colors. All the good designs have the important features found on the originals — tight-fitting collar and cuffs, lots of large pockets that are easy to open and close, plenty of openings and vents in the jacket so you can easily adjust the flow of air to the temperature and moisture of the day. The pants are less bulky than the original waxed-cotton kind, but they still can be hot under some conditions.

Increasing number of riders, including almost all the enduro experts, now wear leather or combination leather-nylon pants with their Barbour type jacket. Not only are they well-padded where you need it, but those of highest quality also have padded knee cups with protection extending down into your boots. Riders who wear them admit they're heavier and hotter than jeans, but the extra protection gives them the security they need to ride harder and faster in competition.

Whatever you wear, don't dress too warm. Even on cold days you'll find you get hot enough with all the effort you put out.

Other protection

How much other protective gear you wear besides the basics is often determined by injuries you or your friends have suffered while riding, or close calls you've had. Do an endo and land hard on your unprotected shoulder, and you'll probably go out soon and buy shoulder pads. Hit your knee on a rock during a fall and you'll be thinking of knee pads or cups. Know a friend with kidneys ruined from riding hundreds of miles of rough ground and you might think differently about a gut belt.

What you want, really, is security, not a cumbersome suit of armor. This means different things to each rider. Some would never think of riding an enduro without wearing an athletic supporter with a cup — they know how much it hurts when you come down from a Flying W right onto the gas tank. And how many riders are really in good enough condition to go without a kidney belt? Not only does it hold your insides where they belong, it supports your lower back, giving you good posture and making it possible for you to ride longer distances without tiring. Lightweight shoulder pads, especially the ones with the attached chest protector and upper-arm shields, are hardly noticeably once you've got them on, yet like all other good protective gear they take your mind off being hurt and let you concentrate 100 percent on your riding. ●

(To be continued)

It's orange. And it's ripe.

MX-5 Can-am

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MX-5 is ready. And the time for you to switch to Can-Am is ripe.

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Crossroads Cycle Co.
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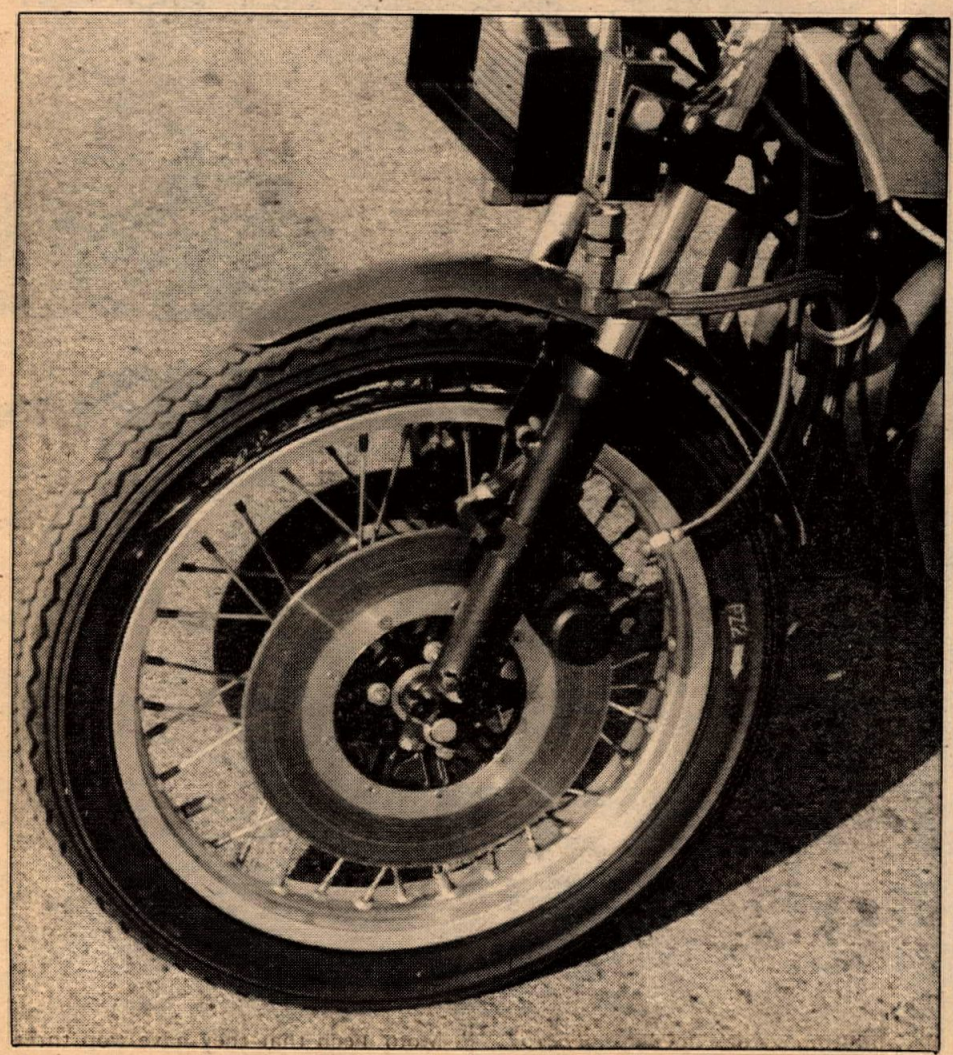
Wilson

The Ontario Moto Tech/Kazuo Yoshima/Steve Schrader Honda CB400F has won three road racing class championships in two years.

Stock forks, Michelin tire, CB750 calipers and Z-1 discs are used.



Ontario Moto Tech Honda CB400F

Blazing fast middleweight

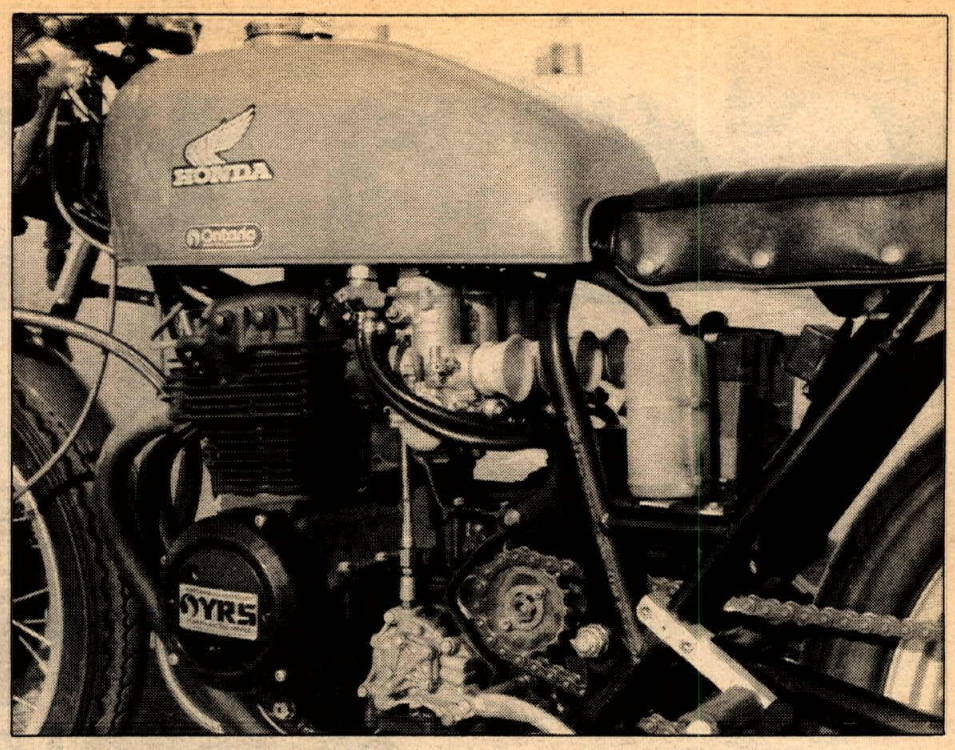
By Pat Eagan

When Kazuo Yoshima brought his Honda CB400F to the southern California road racing scene, no one paid much attention. Now, after two years and three class championships for his main pilot, Steve Schrader, his reputation as a tuner is established.

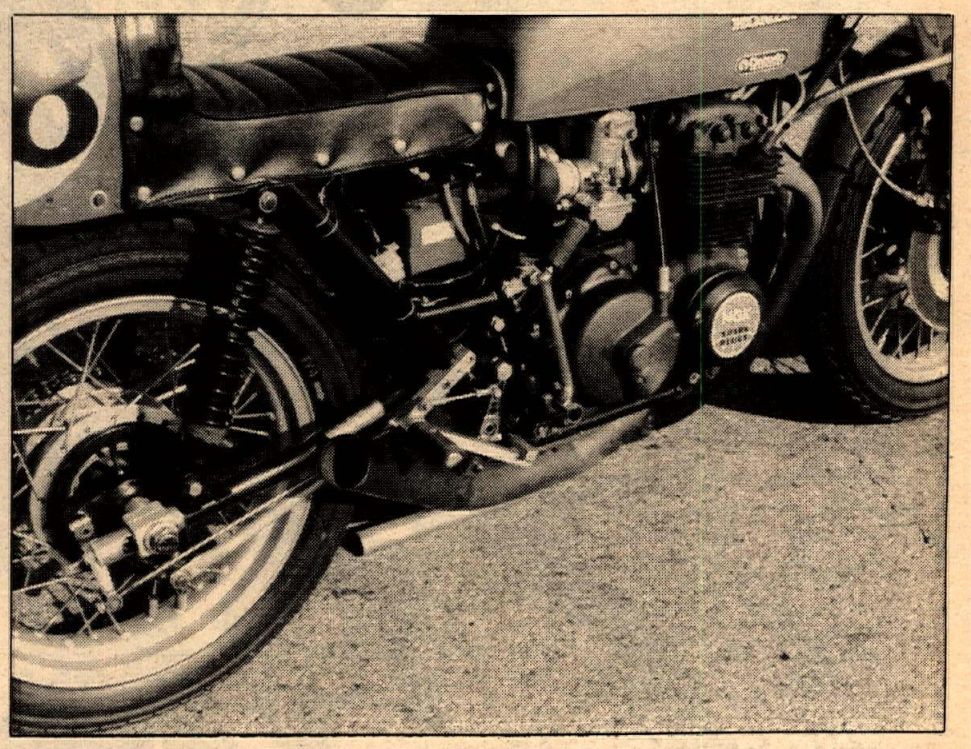
Racing in Pat Manning's American Road Racing Association 500cc Cafe and Four Stroke GP classes, Steve has won 24 times and placed second nine times. The result has been both championships in 1977 and first in the Four Stroke GP and second in the 500cc Cafe class for 1978. Steve has taken first overall four times against the Open class bikes. In addition, he has not experienced a motor failure in either year.

Working under the name of Ontario Moto Tech, Yoshima has modified the little Honda to produce as much acceleration as a healthy Z-1. At the dragstrip, the best ET and terminal speed achieved is 11.98 at 110 mph. On the fast road courses, 135 mph has been attained. Naturally, performance figures such as these can only

Fast as it is, the CB400F can't win by itself. Steve Schrader helps.



(Above) Keihin 31mm CR racing carbs handle air/fuel intake. (Below) Hand-bent 4-into-1 pipe handles the exhaust gases.



be realized through hard work and much experience.

Using RSC (Racing Service Center, a Honda subsidiary) pistons and L.A. Sleeve Co. sleeves, the barrels have been bored out to 56mm yielding 492cc. Kazuo highly polishes the crowns of the pistons. This is done for seveal reasons: first, it eliminates any sharp edges which could become hot spots leading to pre-ignition, second, it retards carbon build-up which can also lead to pre-ignition.

The cylinder head has been given the full port and polish treatment. Compression ratio has been bumped to 10.7:1. The intake valves are 27.5mm for an increase of one millimeter and are available exclusively through Ontario Moto Tech. Both valves are shaped and polished for optimum gas flow. A hand bent 4-into-1 pipe releases the exhaust gases.

In 1977, Steve used the "Ontario" grind camshaft. It is a fairly mild cam which gives good power over a wide rpm spread, coming in at 5,000 rpm and pulling to 11,000. For 1978, the feeling was that he could sacrifice some powerband for more power at the top of the scale. Kazuo ground a special cam that did just that. But, the resulting narrow powerband (9,000 to 12,000 rpm) made riding more difficult. Next year, Steve plans to return to the "Ontario" grind making the bike easier to ride. Controlling the valves at engine speeds of up to 13,000 rpm is a set of springs made to Yoshima's specifications. Contributing to the narrow powerband, but, also contributing to power, is a set of 31mm Keihin CR racing carbs.

Ignition is provided by a total loss system. No charging system is used thereby saving weight and eliminating horsepower loss through magnetic drag. A "Dyna III" pointless breaker is used in place of the stock contact breaker set-up. Mike Burke coils fire NGK D12E spark plugs through Autolite plug wire.

The stock crankshaft has been lightened to improve quick-revving capabilities and polished so that cracks don't lead to fractures. Changing the linear motion to circular is a set of the popular and very strong Carillo rods.

Power is delivered to the stock transmission by the standard clutch arrangement. The clutch plates, however, are replaced with Barnett items which are squeezed by heavy-duty springs. The clutch slipped a little when I rode it, but that was at the end of the season and the bike was due for a general "spring" freshening-up. Clutch lever pull was moderate.

Amsoil Racing Oil has been used exclusively and is moved through the motor by the oil pump which has been modified by Kazuo for increased volume and pressure. Hot oil pressure is normally 75 to 85 psi and is now cooled by a Lockhart cooler. The previously used oil cooler was obtained from Earl's Race Car Supply, but, after several failed from vibration, the Lockhart was tried. The braided steel oil lines were purchased from Earl's Race Car Supply.

The chassis has been modified quite a bit although the original frame and fork assembly are used. The frame has been gusseted to resist flexing and the swingarm has been replaced with one manufactured by Trackmaster Racing Frames. Bronze bushings are used at the swingarm pivot and the shocks are mounted conventionally.

The front forks use stock springs and damper rods.

The standard amount of 20 weight fork oil is used in conjunction with ⅛ inch spring preload. The lower steering stem is strengthened by taking an old stem and cutting off the clamps. These clamps are then welded in place under the clamps on the stock stem. This effectively doubles the purchase area on the stanchion tubes thereby increasing rigidity. Suspension in the back is handled by S&W Freon shocks with 70/100 pound springs.

Steve prefers to use Michelin tires. Up front he mounts a 3.50x18 S-41 on a WM3 D.I.D. rim which is laced to the stock hub using eight gauge stainless spokes. Either a treaded TY4 or a SV5 slick is mounted on the WM5 D.I.D. rear rim. The rear wheel also uses eight gauge spokes for increased strength and rigidity.

When Steve squeezes the front brake lever, the Honda GL1000 master cylinder forces DOT 4 brake fluid through the braided steel lines to the dual Honda CB750F calipers. The calipers work on Kawasaki Z-1 front disc rotors which have been Blanchard ground from a stock thickness of .275" to .160". Blanchard grinding assures uniform thickness because both sides are ground simultaneously. The rear brakes are stock.

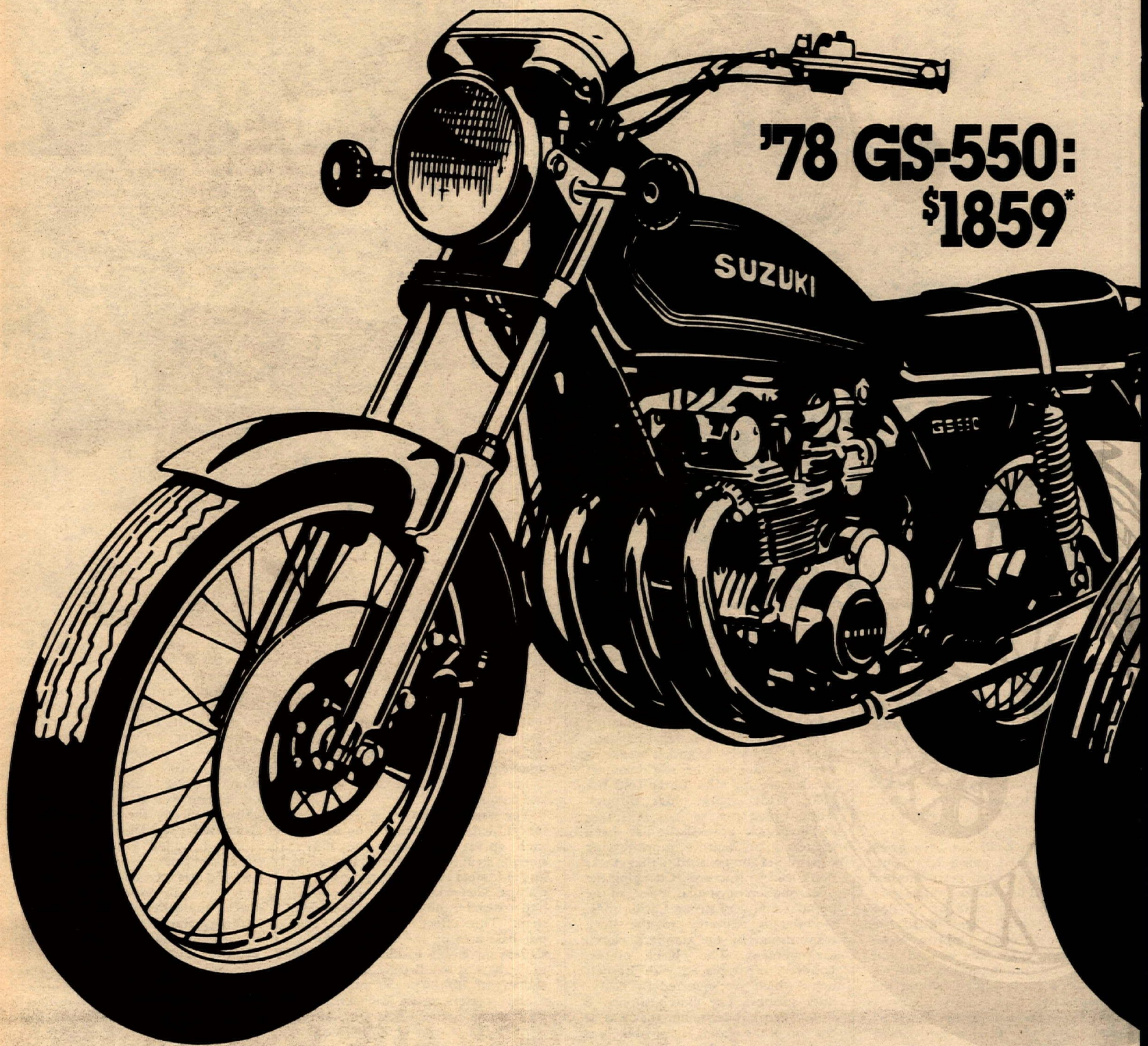
A quick-turn throttle, manufactured by Nippondenso, is mounted on the right Tommaselli aluminum clipon. Steve did an excellent job of making up his own rearsets and linkage. Steve monitors what the motor is doing by the Stewart-Warner oil pressure and oil temperature gauges and by the special Nippondenso racing tachometer.

I had ridden Yoshima's original 450cc screamer two and a half years ago and was amazed at that time, not only by the abundance of power, but, by the immensity of the powerband. I was expecting the same only more of it. Unfortunately, sometimes development takes a step sideways. Such was the case with Schrader's bike. There is more power, for sure, as evidenced by my lap times. But, unfortunately, the narrowness of the powerband made riding at speed more work than it needed to be.

The bike handles like a dream. It reminds me a great deal of my TZ250 in the ease of which it can be flicked from left to right. The suspension was pleasingly taut — not soft enough to wallow and not so stiff as to make riding unpleasurable.

It takes a good combination of rider and equipment to win a race. And an even better combo to win a championship. It speaks well of Steve Schrader, the Honda CB400F, and Ontario Moto Tech that they have won three championships in two years. ●

Can you beat



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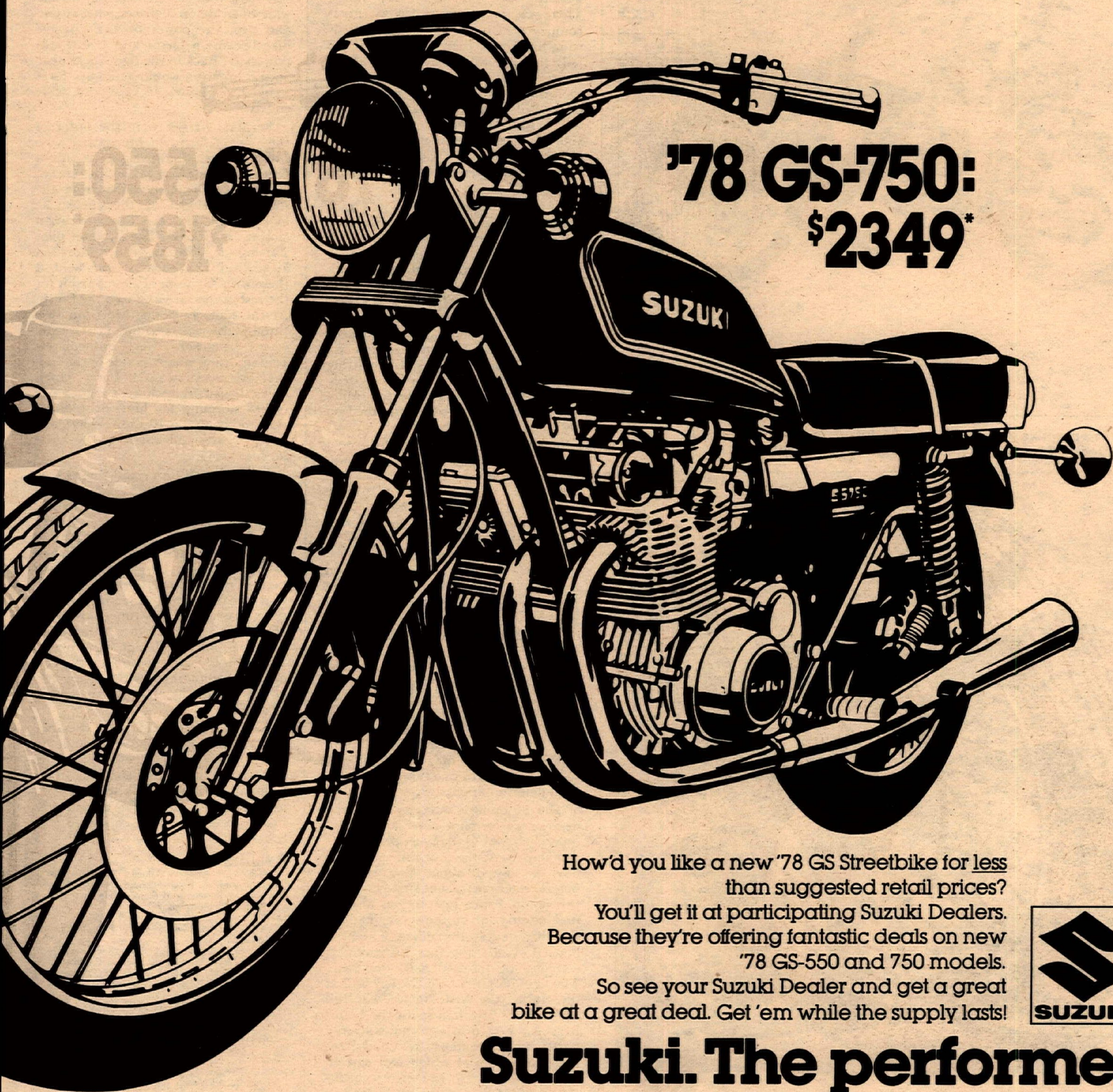
these prices?



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Desert Hotline

(Above) In a surprise ending, Morgan Malocco took the overall win.
(Below) Donnie Morrison styled to top small-bore position.

Malocco takes CRC Gold Digger HS after Upp is TKO'd

By Terry Rezek

LUCERNE VALLEY, CA, FEB. 18 Kenny Upp and Morgan Malocco fought a 70-mile battle, never more than a few feet apart. In the course of the heavy action, Malocco crashed, giving Upp just the break he needed to take the race. In a final irony, fate retook the race and gave it to Malocco when Upp when disqualified in what can best be described as a technical knockout.

The course was rough and fast. The CRC crew extracted some of the best and some of the worst of the infamous Lucerne terrain and constructed a well-balanced course. The start was fast, leading slightly uphill from Anderson Dry Lake and dropping into a sand wash with bike swallowing whoop-de-doos and vicious, lurking rocks, the kind that eat tires for Sunday brunch. This was followed by about eight miles of WFO desert to the far turning point somewhere east of Soggy Dry Lake. To get back to the pits, the course first staggered through the incredible powder-pockets on the western edge of Soggy Dry Lake. There was some more super-fast cross-country trail to blow the dust out of your lungs and then you jumped (or fell) through the rocky rollers about two miles out. Shooting the gauntlet of motorhomes and campers at the base of the Wilson hills,, the trail dusted its way across Anderson once more and you could cough your way into home check. Liked it? Good, because everyone but the minis got to do it again.

Upp and Malocco made it a race from the drop of the flag. Malocco had only about five seconds on Upp when the two hit the rough about four miles from the start. Upp would catch Malocco in the tight spots only to lose ground again in the fast open country. And so it went throughout the race, with the pressure building until Malocco made an unscheduled pit stop and a subsequent crash, cutting the backs of his hands in the process. Upp sped by and, in the few miles remaining in the race, maintained an easy lead to the finish.

Since CRC's second race of the year had been snowed out, Kenny was really pumped for this one and was determined to get his second overall win. For a few glorious moments, it seemed that he had it. Then the bad news filtered back from the course checks; his eagerness had betrayed him. He had inadvertently slid through a checkpoint! Yes, he had gone through it allright, but had not stopped long enough to collect that magic little crayon mark on his card that spells the difference between victory and defeat. CRC officials, adamant in their determination to treat *all* riders alike, had no choice but to disqualify Upp. When Malocco came in a few minutes later, he found that he had inherited the win. Both riders had ridden magnificently, only to have the fates of racing make the final determination.

The 90-minute intensity that is a desert race contains more action and individual battles than one pair of eyes can absorb. At the four-mile point the novices started about five minutes behind the Experts, but first Novice to this point, Bruce Joseph, was already making up time on the slower Experts and Amateurs. Immediately behind him, B. Wells, the first Lightweight, was pushing hard to make the race. The next 65 miles held the key and at the finish, the first Novice was Bill Meloserdoff who had spent the better part of the race in a no-holds barred battle with Amateur B. Vanderbyl, the momentum of which had carried him to 21st overall. In fact, except for Upp and Malocco, the early leaders were usually not the one who showed up high in the final results.

The first Beginner to the four mile mark, #335, was replaced at the finish by David Sweeney, who had been a not-so-close second at the start.

In the fierce and rocky rollers just at the end of the first lap, Gary Mulconery was leading the rest of the Novices with Troy Moors snarling at his heels. The Meloserdoff/Vanderbyl tornado was forming and would sweep past them on the second lap to put Moors as second and Mulconery as third Novices at the finish.

Back near the front of the race, Monte Lee, who finished second overall after the Upp disqualification, was having a private race with Greg Johnston, who eventually finished third overall, first 250cc, first Amateur. The first portion of the race was rough and Johnston was able to stay right with Lee. When they hit the wide-open desert between checks one and two, the power of Lee's bigger bike became a factor and Lee would pull away. Back in the tight rocks near Soggy, Johnston would catch up. So it went throughout the race and so it ended.

Personal battles were the order of the day. Donnie Morrison, who finished first Lightweight at ninth overall, was leading at the first check, which was about six miles from the start. As he cleared the check, he looked back and saw Scott Atchison closing fast, looking like a fighter pilot starting a strafing run. Morrison kicked on afterburners and held it there with Atchison in close pursuit for the rest of the race and into the finish. At the halfway point, Morrison flew through the rollers, riding mostly sideways. Atchison was immediately behind, using whatever side of the trail that Morrison wasn't! Larry Upp's battle is usually with Scot Duncan or rather stopping for him. Scot didn't ride today so Larry didn't have any other excuses and was forced to settle for first Senior.

I talked with Larry and Kenny Upp immediately after the race, before word of Kenny's disqualification had come out. As you might expect, from a proud father and son, their talk was mostly about each other — and their racing activities. Larry was especially pleased with Kenny's performance this year on the larger machines. Kenny gave credit to his tuner, Howard Hooper of Sport Time Yamaha in Tarzana for producing a winning bike. It was gratifying to note the lack of grandstanding with everyone giving due credit. This is a real team effort.

Again, my thanks to the dynamic duo, Linda and Linda, who do so much more than I ever could in assembling the results. The only problem is, we're always so busy right after the race, I forget to ask who makes those dynamite chocolate chip cookies! ●

Results

OVERALL: 1. Morgan Malocco; 2. Monte Lee; 3. Greg Johnston; 4. Heath Hibbard; 5. Leon Price; 6. Jack Fuller; 7. Ed Mundy; 8. Frank Arcero, Jr; 9. Donnie Morrison; 10. Scott Atchison.

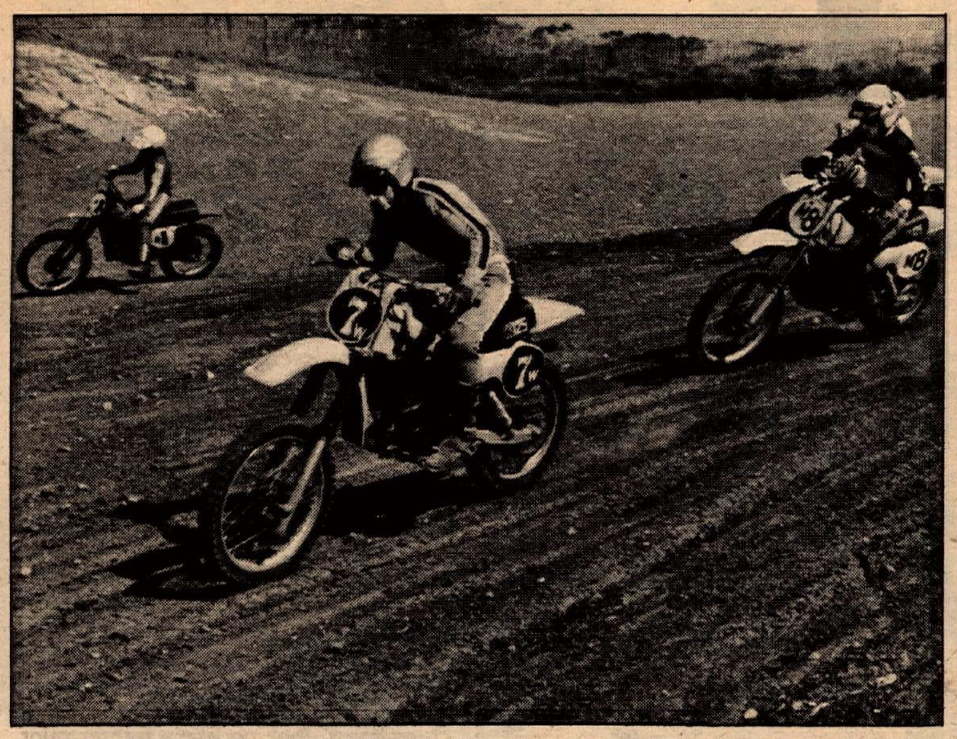
EXPERT
OPEN: 1. Morgan Malocco (Yam); 2. Heath Hibbard; 3. Ed Mundy.
250: 1. Greg Johnston; 2. D. Miller; 3. Bill Rigo.
200: 1. Scott Atchison; 2. T. Stuart; 3. C. Roberts.
JUNIOR (30-40): 1. Monte Lee; 2. Leon Price.
SENIOR (40+): 1. Larry Upp; 2. LaVerne Garton.

AMATEUR
OPEN: 1. Kirk Kontilis; 2. Ken Hansing.
250: 1. Greg Johnston; 2. Jack Fuller; 3. B. Vanderbyl.
200: 1. Donnie Morrison; 2. R. Beck; 3. B. Newman.
JR: 1. Frank Arciero, Jr.; 2. Lenny Hancock; 3. Tom Baker.
SR: 1. R. Hughes; 2. D. Wooldridge.
WOMEN: Lori Waters.

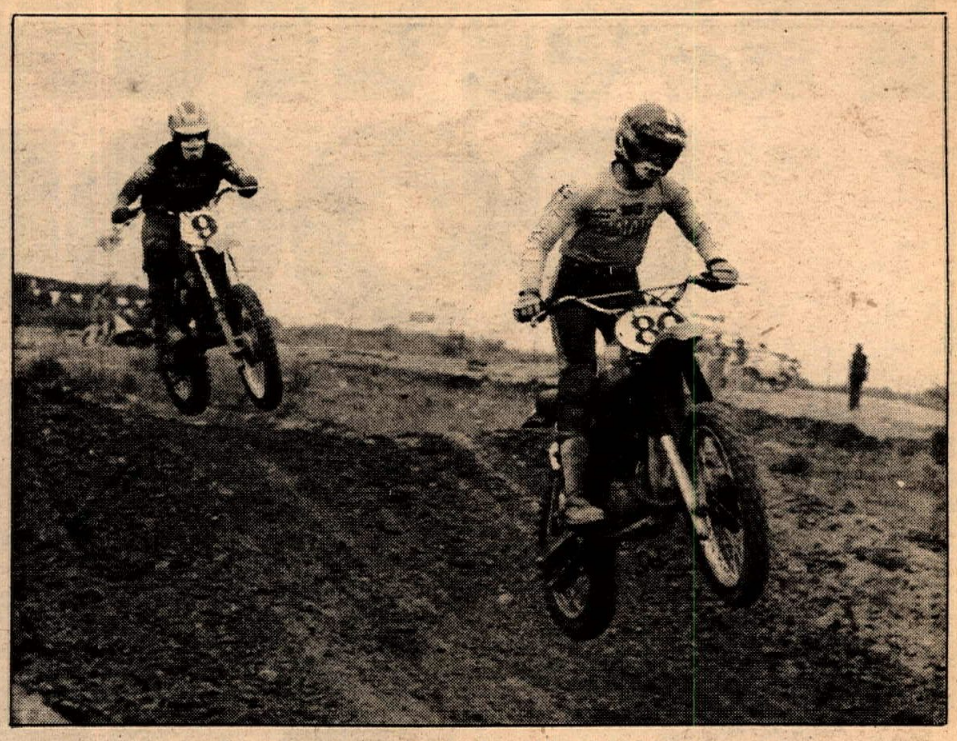
NOVICE
OPEN: 1. Gary Mulconery; 2. Bruce Joseph; 3. Glenn Koukal.
250: 1. Bill Meloserdoff; 2. Troy Moors; 3. Dave Kennedy.
200: 1. R. Hooper; 2. M. Wilson; 3. R. Tello, Jr.
JR: 1. #354; 2. G. Cox; 3. Dennis Perham.
SR: 1. L. Milton; 2. Jon Rogers; 3. A. Smith, Jr.
WOMEN: 1. Kimberly Hansing; 2. Helene Bernbaum.

BEGINNERS
OPEN: 1. Bill Cord; 2. Gregg Klassen; 3. Sandy Nitz.
250: Ray Bowman.
200: 1. Richard Bergeron; 2. Kent Worley; 3. Cary McConnell.
JR: 1. David Sweeney; 2. T. Johnson; 3. Al Yoakum.
SR: B. Wilson.
WOMEN: Tammy Matthews.
MINIS: 1. Barry Crawford; 2. Steve Crawford; 3. Scott Colbert.

Western hotline



CRC Saddleback 125cc Pro winner Mike Brown (7W) gets the holeshot.



Mark Marinez leads Gary Jones in Racing World 250cc Pro action.

Draskovich, VanHook take CRC Saddleback MX

By Keith Clemons

ORANGE, CA, FEB. 11

If you're a dyed-in-the-wool moto freak you know that nothing beats a day of perfect weather, full on dirt racing, and perhaps sipping some brew with your friends in the California Racing Club. CRC brought together all three of these vital ingredients for a perfect Sunday and racers and supporters showed up in the hundreds to take advantage of them.

Open Pro Mark Brooks wound his Wheelsmith-sponsored Maico into a first moto win. Greg Draskovich popped the holeshot and ran a five lap lead but Brooks took it over on the sixth and Draskovich was second under the flag. Third in was Suzuki rider John Elledge who aced out the Yamaha of Doug Taft, also on the sixth lap.

Things got a little more confusing in the second round as first moto winner Brooks seized after just one lap and didn't finish the race. Draskovich once again drove his DMG-prepped Maico through the first turn in the number one slot but Crown Cycle's Joe D. Price moved up from a fifth place start to put the pressure on Draskovich. Price, who had bailed off in the first moto, was making his bid for a win in the second and keeping the pressure on Draskovich. He ended up the victor by stealing the number one position in the second to the last lap and held it to win. With Brooks out of the race and Price's unfortunate first moto placing Draskovich was still able to take home first place money. The third person was John Elledge once again, so he took second overall and third place for the day went to Taft.

Twenty-five riders mounted up for the 250cc Pro race and stampeded through the first turn like gun-shy cattle. When the dust settled "Demon Don" Draz was in the lead but he only held it for two short laps before Joe Plante ripped him off. Plante wasn't secure in the position either and on the fifth lap Vince VanHook sliced his way up from a slow start to win the heat. Plante held onto the number two position for the remainder of the race and Tim Hinse finished third.

None of the first moto's top three takers were able to hold their positions in the second round, however, and the number two race left the scoresheets with an entirely different set of winning names. This time around Donald Draskovich found his way through the hole first and held a winning run all the way into the 12th lap. Doug Renno had started sixth but was steadily moving up through the traffic and finally caught Draskovich in the seventh lap and five laps later was able to squeeze by for the win. Draskovich finished number two with Vere Butler racing his Yamaha home third. Overall the positions added up to give VanHook the win, Renno second place money and Joe Plante third.

Results

OPEN PRO: 1. Greg Draskovich (DMG); 2. John Elledge (Suz); 3. Doug Taft (Yam).
OPEN INT: 1. Dan Moore (Mai); 2. Marino Bastowell (Mai); 3. Jim Beltinck (Mai).
OPEN NOV: 1. Dan Martin (Mai); 2. John Pincott (Yam); 3. Tim Hethcox (Yam).
OPEN BEG: 1. Gary Ramiez (Yam); 2. John Rivera (Yam); 3. Jeff Buckner (Suz).
250 PRO: 1. Vince Van Hook (Mai); 2. Doug Renno (Hon); 3. Joe Plante (Hon).
250 INT: 1. Kevin Olson (Mai); 2. Glen Norkus (Suz); 3. Alan Painter (Hon).
250 NOV: 1. Dennis Sewell (Suz); 2. Charles Rubin (Hon); 3. C.J. Wenner (Suz).
250 BEG: 1. Peggy Wilson (Mac); 2. Jim Henman (C-A); 3. Tom Duddley, Jr. (Yam).
125 PRO: 1. Mike Brown (Suz); 2. Bob Kline (Hon); 3. Andy Kirker (Yam).
125 INT: 1. Matt Ziegler (Suz); 2. Doug Jacobs (Suz); 3. Mark Larnkjaer (Suz).
125 NOV: 1. Les Hays (Yam); 2. Lance Wenner (Suz); 3. Mike Teague (Yam).
125 BEG: 1. Mike English (Suz); 2. Mark Spitzke (Yam); 3. Scott Bnoviak (Yam).
100 INT: Kevin Allman (Yam).
100 NOV: Rick Knamen (Yam).
VETS SR: 1. Jim Beltinck (Mai); 2. Bill Burkhart (Mai); 3. B. Crosta (KTM).
VETS INT: 1. Rick Watson (KTM); 2. Asker Larnkjaer (Suz); 3. Sam Jones (Mai).
CRC VETS: 1. James Jones (Mai); 2. Jim Mills (Mai); 3. Dean Saunders (Hon).
MINIS INT: Danny Sanchez (Yam).
MINI NOV: 1. Steve Van Duzen (Yam); 2. Steve Nelson (Suz); 3. Jean Johnson (Suz).
MINI BEG: 1. James Daniels (Yam); 2. Charles Osterday (Suz).

Lett, Gerig top AME Carlsbad opener

By Brian Hemsworth

CARLSBAD, CA, FEB. 18

Despite the somewhat small turnout, American Motocross Enterprises opened its first Carlsbad race of the year with some superb racing, particulary by the Pros.

The 125cc Pro class gave us the show of the day. In moto number one, the first six riders were less than 10 seconds apart for the majority of the race. Bob Sullivan took the first of the two 45-minute motos with Gregg Toyama, Huff Hadley, and Cliff Lett right behind him. But when the dust rose from the second moto, Sullivan DNF and Lett came up with the moto and the overall. Gregg Toyama and Scott Anderson finished second and third overall.

The 250 and 500cc class combined to give the fans one hell of a race. Marty Moates' LOP Yamaha and David Gerig's Suzuki proved a good match, with Moates taking the first moto victory. The second moto looked like Moates all the way till his bike quite with less than 10 minutes to go. Gerig motored by to take the first place money, with Chris Chaffee finishing second overall.

AME will be running every first and third Sundays at Carlsbad this spring and looking forward to a great season.

Results

125 BEG: 1. Steve Gunderson (Suz); 2. Mike Kincheloe (Hon); 3. Brengt Young (Yam).
125 JR: 1. Tim Clark (Suz); 2. Steve Colley (Suz); 3. John Clark (Suz).
125 INT: 1. Robert Maas (Hon); 2. Frank Ruff (Suz); 3. Mike Jackson (Yam).
125 PRO: 1. Cliff Lett (Yam); 2. Gregg Toyama (Yam); 3. Scott Anderson (Suz).
250 BEG: 1. Aver; 2. Rathjer; 3. McBol.
250 JR: 1. Gordecker; 2. Linsay; 3. Hartly.
250 INT: 1. Mark Smith (Yam); 2. Tom Tate (C-A).
OPEN JR: 1. Jack McCormick (Suz); 2. Skip Smith (Suz).
OPEN INT: 1. Eddie Fisher (Yam); 2. David Nuding (Suz).
OPEN PRO: 1. David Gerig (Suz); 2. Chris Chaffee.
OLD TIMER: 1. David Lopinski (Hus).

Learn shows 'em - how at CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, FEB. 18

Racing World played host to the California Racing Club and the boys on their bikes ransacked the track with a high fever of moto madness.

One high strung individual completely broke loose and went wild in the dirt winning both 125cc Pros motos uncontested. Ross Learn got bit by the bug and blasted through the turns to win first overall and hopefully enough bread to buy himself a cure for his hypertension. Learn, who rides for Dick's Suzuki, was holeshot-to-flag leader in both races. Dave Ross, riding a Spectro-sponsored Suzuki, followed Learn through the first heat to place second with Kevin Ferguson trailing in third.

Rose fell into the third place slot in the second moto when Crown Cycle's Richard Barron hopped into an early position behind Learn and held it to finish second. Rose finished third but took second overall with Barron placing third overall.

Winning the 125cc Pro purse wasn't enough for the moto struck Learn, who went on to drive 'em crazy by taking the 250cc Pro purse also. Learn's eagerness to win wasn't realized in his first moto; there the glory went to Clark Jones who aced out holeshot taker Gary Jones to win the race. Gary Jones finished second and Learn trailed in third.

It was the second moto that gave Learn his ticket to ride. First moto winner Jones bailed out of the second moto contest and Learn jumped into an early lead to win the race uncontested. Gary Jones finished second on his Ammex followed by Kawasaki rider Mark Marinez in third. Overall Learn packed his pocket with the money from another first place win and Jones and Marinez took second and third.

Results

OPEN PRO: 1. Scott Cavness (Suz); 2. Dave Foltz (Mai); 3. Bill Jewell (Mai).
OPEN INT: 1. Greg Smith (Mai); 2. Jim Beltinck (Maj); 3. Art McClain (Suz).
OPEN NOV: 1. Doug White (Suz); 2. Leo Green (Yam); 3. Steve Eatmon (Yam).
OPEN BEG: 1. Bob Campini (Yam); 2. Ron Strauss (Mai); 3. Don Jensen (Mai).
250 PRO: 1. Ross Learn (Suz); 2. Gary Jones (AM); 3. Mark Marinez (Hon).
250 INT: 1. Mark Adamson (Suz); 2. Matt Zigeler (Suz); 3. Kevin McNeal (Yam).
250 NOV: 1. John Holthans (Hon); 2. Todd Simmons (Hon); 3. Steve Corrigan.
250 BEG: 1. Lynn Worley (Suz); 2. Russ Brown (Suz); 3. Jim Freeburn (Yam).
125 PRO: 1. Ross Learn (Suz); 2. Dave Rose (Suz); 3. Richard Barron (Yam).
125 INT: 1. Matt Zigeler (Suz); 2. Dale Himmelreich (Yam); 3. Leif Kaldor (Suz).
125 NOV: 1. Chip Vogel (Yam); 2. Brian Beaton (Hon); 3. Todd Simmons (Suz).
125 BEG: 1. Kenny De Konine (Suz); 2. Joe Mackle (Suz); 3. Howie Lloyd (Suz).
VETS SR: Bob Hays (Mai).
VETS INT: 1. Earl Nichols (Yam); 2. Buzz Moeller (Hus); 3. A. Durr (Suz).
VETS JR: 1. Tim Fitzpatrick (Suz); 2. Al Satterla (Mai); 3. William Millar (Suz).
100 EX: Paul Fitz-Gibbon (Yam).
100 INT: Kenny Stokes (Suz).
100 NOV: 1. Kirk Williams (Yam); 2. Roy Farr (Yam).
100 BEG: 1. Chris Fleming (Yam); 2. Doug Ito (Suz); 3. Tom Ebberts (Yam).
MINI NOV: 1. Skip Godinez (Suz); 2. Todd Campbell (Yam); 3. Todd Parker (Suz).
MINI BEG: 1. Chris Sparks (Kaw); 2. Terry Woody (Yam); 3. Duayne Serdimshy (Suz).

(Continued to page 30)

HANNAH AND
ROOF OFF TH

BELL BLOW THE E KINGDOME.

TEAM YAMAHA DELIVERED SOME BAD NEWS FOR ANYBODY WHO THINKS THEY'RE GOING TO BLOW OFF THE 1978 CHAMPIONS IN '79.

THE NEWS IS HANNAH AND BELL.

AFTER A SURPRISING SECOND IN THE SEASON'S OPENER, THE BIG YELLOW MACHINES DOMINATED, AS USUAL, THE SECOND AND THIRD EVENTS IN THE AMA NATIONAL SUPERCROSS SERIES.

ON FRIDAY NIGHT IT WAS MIKE BELL WHO LET THE COMPETITION KNOW HE'S FOR REAL. HE SMOKED THE QUALIFIER. THEN HE PUSHED HIS DAVID OSTERMAN-TUNED YAMAHA INTO THE LEAD HALFWAY THROUGH THE MAIN AND NEVER LOOKED BACK.

SATURDAY WAS THE NIGHT OF THE HURRICANE. AFTER A SIXTH PLACE START, BOB HANNAH STORMED PAST THE COMPETITION ONE BY ONE. AND ON LAP 14 HE BROUGHT A CROWD OF ALMOST 30,000 TO ITS FEET WHEN HE FLEW PAST THE LEADER, LITERALLY IN MID-AIR!

SO, AFTER ONLY THREE EVENTS IN THE 1979 SEASON, YAMAHA HAS WON TWO, WITH HANNAH LEADING THE SERIES AND MIKE NOT FAR BEHIND.

AND YAMAHA HAS THE ONLY THING THAT'S BETTER THAN A WINNER.

WE'VE GOT TWO.

YAMAHA

When you know how they're built.

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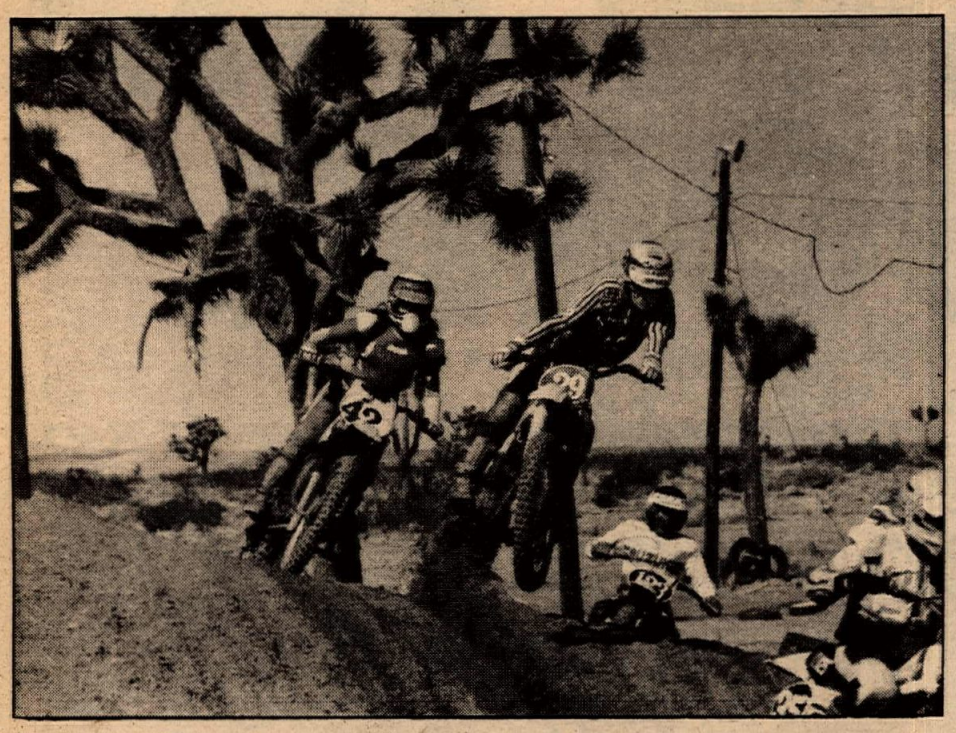

Kenny Campbell (29) and Cindy Dumo (42) battled in the NMA 125cc Stock Novice class. Campbell took the win over Dumo.

(Continued from page 27)

Knight roosts NMA Kawasaki Series

By Carol Campbell

ADELANTO, CA, FEB. 18

Morning temperatures that dropped close to freezing, snow covered mountains and scattered yucca trees set the scene for the third race of the four-race Kawasaki National Minicycle Association Winter Nationals.

It was the 12 years and over Modified Novice class getting things off to a busy day of racing. As the gate dropped on the first moto, it was Lyle McPherson (Suz) and Terry Knight (Suz) out of the hole first, with Si Volkov (Suz) running a close third. McPherson and Knight battled for the lead, handlebar to handlebar over every jump and turn and as McPherson started to move out, he overshot a berm, putting Knight out in front and bumping himself back to third. Now running second, Volkov gave Knight a run for his money, but he still had McPherson to worry about as the gap between second and third began to close. Back in the fourth and fifth place spots were Jack Roach (Suz) and Jeff Schaeffer (Kaw) and they had their own contest going. Roach, just barely holding off Schaeffer, could feel Schaeffer breathing down his neck. Meanwhile, Knight was doing a fine job of holding onto the lead over Volkov and McPherson for the first moto win.

It was Volkov, riding for Harry's Cycle Sales, getting the holeshot over Schaeffer and Knight. Schaeffer and Knight battled it out for that second place spot as Volkov continued to hold onto the lead. For three grueling laps Knight tried everything he could think of to get around Schaeffer's "Green Machine." As Knight finally got his chance to get by Schaeffer, he set his sights on Volkov. With only a lap and a half to go, Knight closed the gap between first and second quickly and as they made the last turn before the checkered flag, Knight cut under Volkov to take the win. Knight took home top honors with a 1-1 finish, Volkov finished second with a 2-2 score and Schaeffer settled for third with a score of 4-3.

As the first moto of the 125cc Novice class got underway, it was R&D rider John Hemme (Suz) pulling the holeshot over Ken Campbell (Yam) and Cindy Dumo (Suz). Campbell and Dumo were hot on Hemme's tail into every turn. As the three started to pull away from the rest of the pack, it was anyone's race. Campbell continued putting the pressure on Hemme, closing the gap between first and second, but right at Campbell's back door was Dumo, applying her own pressure. The three never gave an inch, then Campbell made his move on Hemme, taking him on the inside to take over the lead. Campbell began to extend his lead over Hemme and Dumo leaving them to battle for that second place spot and battle they did. Dumo never let up on Hemme, but no matter how hard she tried, there was just no getting around Hemme before the checkered flag came out.

The shoe was on the other foot as the second moto got underway. It was Dumo grabbing the lead over Campbell, Jeff Black (Suz) and Robbie Wendt (Suz). Hemme was now out of contention, busy battling it out in the back of the pack. Meanwhile, Dumo and Campbell were going at it. With the throttle wide open, Cambpell left the young lady to hold onto second place spot. It was Campbell taking back to back wins for first place honors: Dumo finished with a 3-2 for second place and Hemme settled for third with a score of 2-5.

Results

PEE WEE: 1. Bobby Dlugos (Suz); 2. King Richard Saxton (Suz); 3. Chris Pfatenheuer (Suz).

JR CYCLE STOCK NOV 9-11: 1. Mouse McCoy (Ital); 2. Carl Tignino (Ital); 3. Nick Pounds (Suz).

JR CYCLE MOD NOV 9-11: 1. Scott Brown (Ital); 2. Carl Tignino (Ital); 3. Mouse McCoy (Ital).

JR CYCLE STOCK INTER 9-11: 1. Pat Galan (Suz); 2. Buddy Dumo (Ital); 3. Paul Denis (Ital).

JR CYCLE MOD INTER 9-11: 1. Pat Galan (Suz); 2. Buddy Dumo (Ital); 3. Eddie Hicks (Suz).

83cc STOCK NOV 9-11: 1. Ross Robinson (Suz); 2. Scott Brown (Kaw); 3. Jason Rincon (Kaw).

83cc MOD NOV 9-11: 1. Jason Rincon (Kaw); 2. Eddie Hicks (Kaw); 3. Tim Slayton (Yam).

83cc STOCK INTER 9-11: 1. Pat Galan (Suz); 2. Jay Sapp (Suz); 3. Paul Denis (Yam).

83cc MOD INTER 9-11: 1. Pat Galan (Suz); 2. Paul Denis (Yam); 3. Jay Sapp (Suz).

83cc STOCK NOV 12+ : 1. Terry Knight (Suz); 2. Jeff Schaeffer (Kaw); 3. Si Volkov (HCS).

83cc MOD NOVICE 12+ : 1. Terry Knight (Suz); 2. Si Volkov (HCS); 3. Jeff Schaeffer (Kaw).

83cc STOCK INTER 12+ '; 1. Randy Yetto (Kaw); 2. Tracy Meeks (HCS); 3. David Berlin (Yam).

83cc MOD INTER 12+ : 1. Randy Yetto (Kaw); 2. Tracy Meeks (HCS); 3. Rudy Dickinson (R&D).

83cc STOCK EXPERTS 12+ : 1. George Holland (Suz); 2. Erik Kehoe (Yam); 3. Mark Meredith (Suz).

83cc MOD EXPERTS 12+ : 1. George Holland (Suz); 2. Erik Kehoe (Yam); 3. Mark Meredith (Suz).

105 OPEN: 1. George Holland (Suz); 2. Erik Kehoe (Yam); 3. Eric Collins (Yam).

Clark Jones styled to win the Feb. 17 SSM 250cc Pro class.

100cc STOCK NOV: 1. Mark Clark (Yam); 2. Mark Rouff (Yam); 3. Dave Frear (HCS).

100cc MOD NOVICE: 1. Mark Clark (Yam); 2. Dave Frear (HCS); 3. Peter Lepp (Suz).

100cc STOCK INTER: 1. Mark Russell (Suz); 2. Darren Young (Suz); 3. Robbie Nolin (Yam).

100cc MOD INTER: 1. Jerry Berlin (Suz); 2. Jimmy Krumme (Yam); 3. Todd Broussard (Yam).

125c STOCK NOV: 1. Kenny Campbell (HCS); 2. Cindy Dumo (Suz); 3. John Hemme (Suz).

125cc MODIFIED NOV: 1. Kenny Campbell (HCS); 2. Rob Wendt (Suz); 3. Cindy Dumo (Suz).

125cc STOCK INTER: 1. Eddie Perry (Kaw); 2. Eddie Glover (Kaw); 3. Richard Ising (Yam).

125cc MOD INTER: 1. Steve Postlewaite (Suz); 2. Robbie Nolin (Yam); 3. Benny Parks (Suz).

250cc OPEN: 1. Eddie Perry (Kaw); 2. Mike Blake (Hon); 3. Todd Schaeffer (Suz).

Lewis receives special award at Old Timers MX

By Bob Alloy

SANTA MARIA, CA, FEB. 11

Blackie Lewis, with his invisible wings, flew around the track to take the Old Timer's Masters win at Spillway Park. This was truly Blackie's day as he received an unexpected and very unique award. Because of Blackie's exceptional expertise in "mud performance" last winter, he was given a very special plaque with a very appropriate engraving to truly honor that monumental accomplishment. Pictured on this special plaque was the "Master" himself and all this waist high mud. Surely Blackie will always cherish this thoughtfulness and will always have such fond memories of that special day. Back to how it was at the motocross — in the Masters division it was Blackie all the way with a 1-1, for moto number one and number two. Marvin Olsen, sore foot and all, took second spot for moto one. Welcome back Marvin, we all missed you. A flat tire in the second round took Marvin out of the race. Marshall Jennings took second in moto two and he came in third in moto one.

In the Senior Experts, it was Don Jensen showing lots of ability and he claimed first place in both motos. Great going Don. Dick Frampton was there for second in moto one and Richard Lyons took third. Moto two saw Lyons charging in there for second and Chuck Woody taking third.

Those in the Expert division followed Ed Johns around the track. Ed outraced them all for a 1-1. Chuck Strauss did some fancy riding and took the checkered second in line in the first moto. Ken Clayton came in for third. Dick Mosley battled his way into second spot in the second moto, and Chuck Strauss was in third place.

There was a real battle between Gordon Mathieu and Bill Lyons for the win in moto one in the Amateur division. Lyons took the lead and held it for six laps, but on the seventh Gordon gained and took over the lead, and the win for moto one. Bill then came in second, and Leonard Sciacca took third. For moto two it was Sciacca taking the lead but after one lap, Lyons blasted his way into the lead and the win in moto two. Leonard, close behind Bill, came in for a second place and Joe Bray took third.

Novice Dan Harris fought his way through the pack to gain the lead in lap four and he carried this lead all the way to the finish. Wayne Powell was right on Dan's rear fender and he came in with a close second with Dave Collins in there for third. Moto two saw Powell doing some excellent riding and taking the lead and holding it all the way to win the big numero uno spot. Harris took second, and Collins was in there for third.

Results

MASTERS: 1. Blackie Lewis (Mai); 2. Marshall Jennings (Mai); 3. Marvin Olson (Mai).

SENIOR EXPERTS: 1. Don Jensen (Mai); 2. Rich Lyons (Mai); 3. Dick Frampton (Mai).

EXPERTS: 1. Ed Johns (Yam); 2. Chuck Strauss (Mai); 3. Dick Mosley (Bul).

AMATEURS: 1. Bill Lyons (Mai); 2. Leonard Sciacca (Mai); 3. Gordon Mathieu (CZ).

NOVICES: 1. Wayne Powell (Hus); 2. Dan Harris (Mai); 3. Dave Collins (Mai).

Karsmakers no foreigner to the SSM winner's circle

By Terry Whytal

ORANGE, CA, FEB. 10

Team Yamaha's Pierre Karsmakers triumphed over a tough field of 250cc Pros at this Saturday Saddleback Motocross.

First moto action saw Karsmakers jump to the early lead ahead of Suzuki rider Bob Elliott and CMC #1 125cc Pro Tony Gomez checking out the deuce and a half class aboard an RM250N. Gomez worked his way around Elliott on the second lap only to find himself unable to either pass Karsmakers or pull away from Elliott. Meanwhile, Clark Jones began to work his Honda up through the pack after getting a poor start. Jones moved up to fourth and began to pressure Elliott as Karsmakers decided to turn up the wick and open some breathing room between himself and Gomez. With the race nearly over, Jones passed Elliott and the finishing order was set at Karsmakers, Gomez, Jones and Elliott.

Elliott pulled the holeshot in the second moto followed by Gomez, Jones and Karsmakers. Gomez really put the pressure on Elliott, trying to pass at every turn and nearly pulling alongside on the straights. Elliott, looking poised and smooth held him off until Gomez began to tire and fell off the pace. Elliott managed to open up a slight lead as first Jones and then Karsmakers passed the slowing Gomez. With the moto almost over Elliott looked like the sure winner until he suddenly fell going into score tower turn, a victim of a loose front brake adjuster. Elliott lost four positions remounting and despite a determined effort was unable to catch the leaders before the moto's end. Jones successfully held off a late charge by Karsmakers to reach the checkers first. It was Karsmakers however who claimed the overall victory with a 1-2 score as Jones had to settle for second and Gomez took home the third place money.

Maico rider David Williams looked very impressive as he won both Open Pro races with good sized leads. Scott Cavness kept the race close early in the first moto before his Suzuki developed mechanical problems dropping him to third behind Ammex rider Gary Jones.

Jones was the only rider who seemed capable of staying with Williams in the second moto as Cavness DNF and Yamaha rider Terry Clark suffered a bad start. Williams of course took home the top money, with the runner-up spot going to Jones and Clark finished third overall.

Suzuki-mounted Ed Arnet put on a tremendous late moto change to win the second 125cc Pro race and clinch the overall victory. Bob Kline rode his Honda to second overall with a first moto win and a third in the second race. Yamaha rider Gregg Toyama rounded out the top three by finishing with a 3-2 score.

Results

OPEN PRO: 1. David Williams (Mai); 2. Gary Jones (Amm); 3. Terry Clark (Yam).
250cc PRO: 1. Pierre Karsmakers (Yam); 2. Clark Jones (Hon); 3. Tony Gomez (Suz).
125cc PRO: 1. Ed Arnet (Suz); 2. Bob Kline (Hon); 3. Gregg Toyama (Yam).
OPEN INT: 1. Joel Grant (Mai); 2. Joe Pena (Yam); 3. Craig Robertson (Suz).
250cc INT: 1. Curt McCustion (Kaw); 2. Glenn Harkus (Suz); 3. Matt Zigeler (Suz).
125cc INT: 1. Trevor Hall (Suz); 2. Curtis Rough (Kaw); 3. Ted Bauson (Suz).
125 JR: 1. Bob Benshy (Yam); 2. Vaughn Butler (Suz); 3. Loyd Thomas (Suz).
250cc BEG: 1. John Jackson (Hon); 2. Jeff Scott (Suz); 3. Jeff Hustinn (Suz).
125cc BEG: 1. Tim Jones (Yam); 2. Curtis Crigler (Suz); 3. Mark Suita (Yam).
MINI EXP: 1. Loyd Thomas (Suz); 2. Mark Mabih (Suz); 3. Robbie Brun (Kaw).
MINI JR: 1. Terry Knight (Suz); 2. Frank Brundage (Suz); 3. Darryl Suep (Suz).
MINI BEG: 1. Johnie Koff (Yam); 2. Mike Braun (Kaw); 3. Jim Gleed (Suz).

Elliott wins Open Pro class at SSM MX

By Terry Whytal

ORANGE, CA, FEB. 17

Suzuki factory test rider and motocross school instructor, Bob Elliott put his experience to good use as he handily defeated the Open Pro class at this Saturday Saddleback Motocross.

Taking the first moto holeshot aboard his YZ 400 was Terry Clark closely followed by Elliott, Yamaha-mounted Ron Turner and Suzuki rider Scott Cavness. Positions remained the same for several laps until Cavness found a way around Turner on the fifth lap. His pass was short-lived, however as mechanical gremlins struck

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5.10 x 18	$30.00	$47.00
4.50 x 18	$30.00	$47.00
4.10 x 18	$27.00	$40.00
2.75 x 17	$15.00	$23.00
3.60 x 14	$14.00	$23.00

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THE LATEST POOP BY PAPA WEALEY

Papa got a call the other day from a business associate, rider and all-around good guy who has a truly clever and devious plan to rip-off the Sierra Club. Seems the club is running an ad that urges potential members to send in for a free 56-page catalog full of Sierra Club info. Papa's buddy figured that each one of those catalogs must cost the club anywhere from $2 to $4 to print, not counting envelopes, postage, handling and the expense of assembling the information. Think about it: If 10,000 motorcyclists apply for the catalog, that's $20,000 to $40,000 of Sierra Club money used. If 100,000 of us do it...Write to the Sierra Club, 530 Bush St., San Francisco, CA 94108 for your free catalog.

Kawasaki has a single-shock rear suspension motocross bike in the development stages, but whatever you do, don't call it a monoshock! Kawasaki has invented, and copyrighted, the word Uni-trak, according to a source at Kawasaki. And that's the only word they want to hear; no more mono... you know. Reportedly, it's similar to the Bolger suspension that appeared on Ossas a while back except that it has only one shock/spring unit, a Kayaba. "It's so funny-looking you won't believe it," one spokesman said, "but all the riders have tried it, and they like it." The machine will debut at the opening 500cc World Championship MX Series on April 22 in Austria.

The source at Kawasaki also denied that they're making a 750cc four-cylinder road racer. "It's a 500," he said. It's not race-ready yet, but when it is Mike Baldwin will ride it in the 500cc World Championship Road Race Series.

And then there's the interview a free-lancer did with Takazumi Katayama a couple weeks ago where the "Zooming Taxi" was quoted as saying that Kawasaki *does* have a 750cc four-cylinder road racer that develops 150 bhp. According to the interview, Gregg Hansford has ridden the bike. The description of the motor/cylinder layout was unique, to say the least. Supposedly, the two front cylinders are horizontal, facing the front. Behind them is a transmission, and on each side of the transmission is another cylinder, also horizontal and facing the front — sort of a triangular shaped unit when viewed from the top. Very interesting...

Mike Hannon has a new Kawasaki enduro bike. It's a pre-production KDX250. At present, only the KDX400 is being produced. Mike will compete in the Stone Mountain Enduro in Georgia on March 4 and in the Alligator Enduro during Daytona Cycle Week.

California State Assemblyman Bob Hayes still needs our help with Assembly Bill 101. That's the bill Hayes introduced which will allow personalized vehicle license plate purchasers the alternative to have the revenue directed to the Off-Highway Vehicle Fund. The bill has been moved back to March 27 on the legislative calendar which allows more time for the necessary letters to your respective State Assemblyman. All you have to do is write your letter requesting your Assemblyman's support of Assembly Bill 101. Don't put it off thinking you still have lots of time. March 27 is just around the corner. If possible, send a copy of your letter to Bob Hayes, Room 6007, State Capitol, Sacramento, CA 95814.

Defending World Champion Yrjo Vesterinen (Bul) and Malcolm Rathmell (Mon) are tied in points at 33 after the first three rounds of the World Championship Trials Series. The opening round in Ireland on Feb. 10 saw England's Rob Shepherd (Hon) score a win ahead of fellow Britishers John Reynolds (Suz) and Martin Lampkin (Bul). Round two in England on the following weekend saw Rathmell celebrate his return to Montesa with a win ahead of Vesterinen and Lampkin. The third round in Belgium on Feb. 25 was topped by Vesterinen over Lampkin and Rathmell. Lampkin follows the leading duo in the standings with a point total of 22. American Bernie Schreiber (Bul) had a disastrous season start with a DNF in Ireland, an 11th in England and a 7th in Belgium.

The just-concluded FIM Spring Meeting in Geneva, Switzerland produced several bombshell announcements. Despite strong appeals from the Venezuelan Federation (Venezuelan Johnny Cecotto is F750 champ), the FIM endorsed the plan to drop the 350cc and Formula 750 classes from the World Championship calendar in 1980.

The Venezuelans had consolation when a medical committee recommendation to keep the minimum age at 17 was reversed. Now 16-year-old road racers can compete in international events on 50cc machines.

The British Federation's guidelines to TT Formula racing that apply to British Formula events have been accepted by the FIM for International competition, and will form the basis of the regulations for the first World Endurance Racing Championship in 1980. Among the regs is the basic one that requires 1,000 "street legal sales." Could the Daytona 200 become a part of this new series? Check out the Superbike Production race at Daytona on Friday, Mar. 9.

MXer Gerrit Wolsink stirred the FIM meeting to life when he proposed a move to double the start money and prize money for MX GPs. It was finally agreed that the whole question of finance should be discussed at the Autumn Congress.

Changes are expected to the specifications for ISDT machines following complaints from the Austrian Federation with claims that present day machines are little more than thinly disguised MX machines that are not legal for road use in many countries and are leading to environmental problems.

The FIM Technical Committee will examine the growing use of ultra-long travel front forks on MX machines, which it was said could lead to "undesirable and dangerous handling effects."

The ninth annual Florida Winter-AMA MX Series ended with the Feb. 25 Diamondback Cycle Park in Cocoa, FL finale going to three Yamaha riders: Steve Martin in the 125cc class, Bob Hannah in the 250cc race and Mickey Kessler in the Open category. Series winners have been announced, and it was Team Suzuki's Mark Barnett taking the 125cc title for the second year in a row. Florida's Kippy Pierce put a Can-Am at the top of the 250cc series standings. Maico rider Gary Pustelak beat out the other Open classers in the final points tally on his mighty Magnum.

At the Feb. 25 Brush Busters AMA D-37 hare and hound, Bob Balentine (KTM) and Bruce Ogilvie battled for the lead through most of the race, with Balentine finally coming out on top. Third overall, third Open went to Brad Henson. The intense fight for fourth was also the fight for first 250cc, and at the checkered flag, it was Chuck Miller over Brian Wright. Four of the top five rode Yamahas.

One of the phone numbers Papa listed in issue #6 for the Bush Eaters M.C.'s Bush Bunny Enduro was incorrect. You can call Bruce Sanford for info on the Mar. 25 Plaster City, CA event at 714/275-1823 or 714/286-3660. Sorry Bush Eaters; Papa's mind must have been wandering as he wrote the item.

Bell Helmets is on the move! When AGV dropped their sponsorship of the Daytona 200, that left the door open for another helmet manufacturer to put its name on the Daytona slate, and Bell did it with the renamed Bell Superbike 100. They'll be at Daytona with a 30-foot support vehicle, and as Fred Marik told Papa, they want to become "more involved in all types of motorcycle racing" with a 1980 sponsorship program.

In a memo to Republican Caucus Members dated Feb. 20, Assemblyman Bob Hayes states, "Last week the Bureau of Land Management requested police officer status for its personnel in order to 'enforce California state law on state, county and private property.' This action is highly questionable as the psychological evaluation of some of their ranger personnel leaves something to be desired." Hayes asked caucus members to urge their local county sheriffs to take an "oppose" stand toward "this blatant and unprecedented grab for police powers by a federal land management agency." Hayes already had contacted the California State Police, California Highway Patrol, California State Attorney General's offices and the California Association of Police Chiefs and Sheriffs. All took an "oppose" stand on the action. Scares Papa just contemplating the possibilities. Thanks, Assemblyman Hayes!

Bob Hayes has introduced Assembly Bill 587 which amends California's education code to include motorcycle rider education in high school, unified and community college districts. It's exactly what we need to help new riders enjoy our favorite pasttime safely and to cut motorcycle fatality statistics in a sensible manner. Then maybe St. Joan of Claybrook will go and harass some other special interest group for a change.

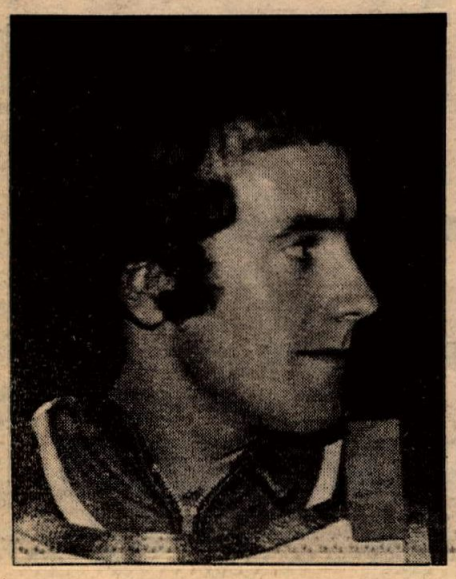
Red Garter lives! Planned for March '78, then postponed to October '78, and then cancelled when a permit from the U.S. Forest Service was denied, approval to run the "Garter" has finally been granted. The Dirt Diggers and the AMA District 37 Legal Defense Fund have made the investment in both time and greenbacks, beating those who would have closed the Ballinger Canyon in Los Padres National Forest to off-road riding altogether.

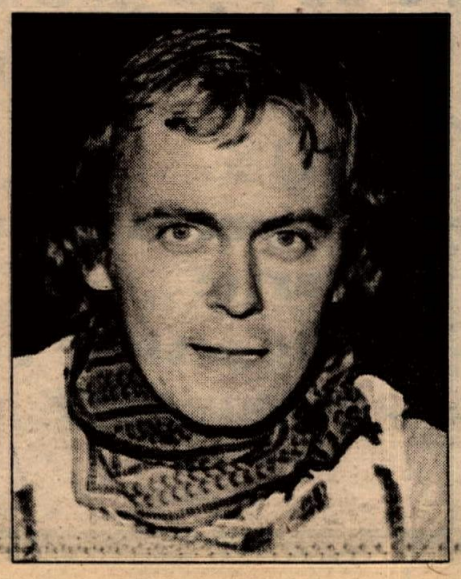
Bruce "Big O" Ogilvie has entered the Mar. 4 Polka Dots M.C. Prairie City Grand Prix which, by the way, sounds like it's gonna be a fine production. The club has received use of an additional 800 acres from a private land owner adjacent to Prairie City OHVP for a total 1600-1700 acres to lay out their 20-mile loop.

Washington state off-roaders won't want to miss the Mar. 7 meeting/hearing for the proposed Greyrock Trail. The trail, approximately 13 miles long, would be located in the Ahtanum Multiple Use Area in Yakima County. The hearing's in Room 231 of the Yakima County Courthouse, and it starts at 7 p.m. A second hearing for the Sadie Creek Trail — the first was successful for dirt riders — will be held in the Clallan County Courthouse in Port Angeles, WA on Mar. 15 at 7:30 p.m.

Washington trail riders *must* contact their politicians immediately. House Bill 957 would prohibit the use of ORV funds for ORV facilities unless plans for the facilities were approved before Jan. 1, 1980. After that? The implications are obvious. It's one of those act-now-or-lose-it deals, gang. ●

International speedway stars are featured starting this weekend when 1976 World Champion Peter Collins (left) joins a star-studded team in the U.S. versus World five-race series beginning on Mar. 2 at Costa Mesa, and reigning World Champion Ole Olsen (right) makes two appearances at Santa Ana Stadium on Mar. 3 and Mar. 9. Lots of sideways coverage in next week's *Cycle News!*





Western hotline

Competition's-eye view of DeAnza 250cc Pro winner Mark Ellis.

and Cavness faded back before he DNF. The battle for first started heating up as Elliott began to pressure Clark for the lead. The two front-runners had by this time opened up quite a lead on the rest of the pack. Halfway through the moto Elliott found the hole he had been searching for and passed Clark. Clark tried repeatedly to repass Elliott in the closing laps but was unable to force Elliott to make a mistake. Elliott took the checkered flag first ahead of Clark and Turner.

Elliott shot to the front of the pack as the second moto came down Saddleback's start hill. Holding down second place was Clark, and Turner again occupied third. This time there was no one to hold back Elliott as he began to open up a considerable lead. While some riders prefer a wild riding style, Elliott uses finesse and control to cut fast lap times. While Elliott was out stylin' in front, Turner was pushing hard on Clark. Turner looked very determined to pass as he made several runs at Clark but Clark decided he liked being ahead and refused to buckle under pressure. Elliott crossed the finish line first to collect the winner's share of the purse with second and third places belonging to Clark and Turner.

Fast and furious action was the name of the game in the 250cc Pro race. Clark Jones rode his Honda CR250R to two nearly perfect moto victories to score the overall win. Jones can really fly and we wish him luck as he joins the privateer ranks contesting the Nationals this summer. The race for the runner-up spot was heavily contested both motos. Trading paint and positions for two tough races were Honda-mounted Pete Snorteland, Yamaha rider Pierre Karsmakers and Tony Gomez, riding a Suzuki. When the dust had settled it was Gomez finishing second overall ahead of Snorteland and Karsmakers.

In the waning moments of the 125cc Pro race it appeared that Suzuki rider Jim Gibson had the overall victory well in hand. But then them ol' breakdown blues struck and Gibson was forced to sit out three laps before coasting across the finish line. Even so, his first place finish in the first moto and near demolishing of the competition in the second before breaking and scoring ninth, gave Gibson enough points to finish fifth overall. Taking home the big money, however, was Honda-mounted Bob Kline. Second went to Suzuki rider Ed Arnet and third to Huff Hadley, also riding a Suzuki.

Results

OPEN PRO: 1. Bob Elliott (Suz); 2. Terry Clark (Yam); 3. Ron Turner (Yam).
250cc PRO: 1. Clark Jones (Hon); 2. Tonu Gomez (Suz); 3. Pete Snorteland (Hon).
125cc PRO: 1. Bob Kline (Hon); 2. Ed Arnett (Suz); 3. Huff Hadley (Suz).
OPEN INT: 1. Eric McKrakken (Hus); 2. Art McLain (Suz); 3. Marino Bastionelli (Mai).
250cc INT: 1. Matt Zigeler (Suz); 2. David Hirsh (Suz); 3. Kelly Hungerland (Hon).
125cc INT: 1. Robert Grenn (AJS); 2. Todd Bainon (Suz); 3. Trevor Hall (Suz).
OPEN JR: 1. Peter Burd (Suz); 2. Chuck Burlingame (Suz); 3. Fred Nelson (Mai).
250 JR: 1. David D. (Hon); 2. Steve Jargin (Hon); 3. Rick Umberger (Suz).
125cc JR: 1. Wayne Reid (Suz); 2. David Cumming (Suz); 3. Donald I (Suz).
OPEN BEG: 1. H. Ward (Hus); 2. David Hill (Suz); 3. Tom Stiles (Hus).
250cc BEG: 1. John Hurt (Hus); 2. Ed Jackson (Hon).
125cc BEG: 1. Steve Anderson (Suz); 2. Mark Faul (Yam); 3. John Allison (Yam).

Lowe lays it on at DeAnza MX

By Eddie Michetti

SUNNYMEAD, CA, FEB. 18

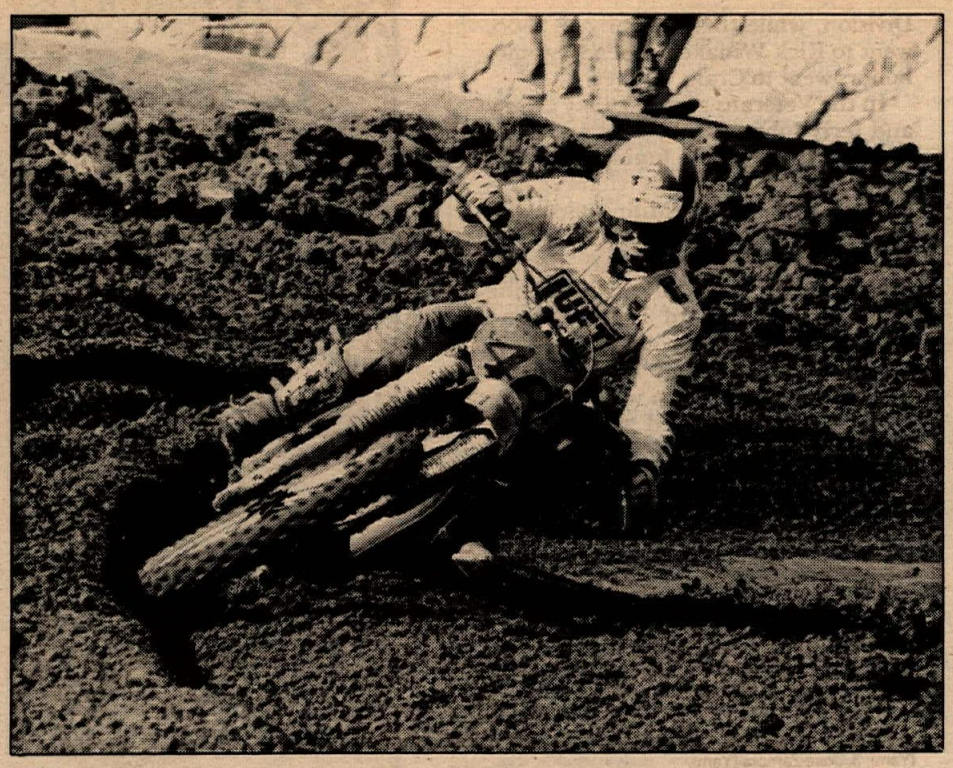
Of all the races at DeAnza last week, the battle in the Open Pro class had to be considered one of the best. Jim Lowe, riding an L and L Cycle Honda four stroke in a Maico frame thumped his way to a solid 1-2 victory in spite of the efforts of Fullerton Yamaha's Mark Ellis. Lowe is almost unbeatable in the big bore class at DeAnza, taking the win there week after week.

Ellis was the man with the holeshot at the start of moto one, however, with Lowe not too far behind. The two of them diced for several laps before Lowe finally found the opening he was waiting for and he was soon pulling away with the lead. Ellis, in the meantime, was running into trouble. He went down on lap four and got up quickly only to discover he had damaged his mount. He pulled off the track and missed an entire lap trying to repair the wounded machine, handing second place to Troy Hollis (Suz). Hollis held on to the position for little over a lap, before Greg Stone (Hus) took over. In the remaining lap, the status quo held, and Lowe finished with a strong lead.

Ellis was absent from the line up for the second round, so Lowe had little trouble in running away with the event. In the early part of the race, second place was up for grabs between Rob Tolleson (Yam), who crashed in the first moto, and Stone, who eventually came out on top. The overall results went Lowe, Stone, Tim Lanham (Yam), Tolleson and Hollis.

The Senior Vets class saw promoter, motocrosser, pump salesman and part-time father (mine), Ed Michetti, take his Maico to victory over a sea of yellow machines. Steve Loftin (Suz) pulled the first moto holeshot but Michetti was soon in the lead and pulling away. Loftin was running in the Beginner Vets class and within a few laps he found himself in a battle with Steve Symanski (Mai) for the lead of that class. Symanski came out ahead and Ray Arnold (Yam) took third.

In the next round, Michetti had a harder time. George Anderson (Suz), another Senior Vet, took the holeshot and held the lead for over half the race. But Michetti finally did get by and he went on to win the race. In the Beginners race, just about everyone had his turn in the lead. Symanski wound up on top again by virtue of a last lap pass on Ray Arnold and took the win. Arnold's grandson happens to be Mark Ellis, who rode the 250cc Pro class in addition to his Open Pro venture. His luck was slightly better in that class as he took first overall ahead of Larry Ripley and Craig Gormley.



Radical Ron Turner had a 1-2 day at CMC's Saddleback motocross.

Results

PEE WEE #1: 1. Noe Nava (Suz).
PEE WEE #2: 1. Robert Loftin (Suz).
PEE WEE #3: 1. Eddie Michetti (Hon).
MINI BEG: 1. Jim McManus (Suz); 2. Bradley Fay (Yam); 3. Trini Camarena (Suz).
MINI NOV: 1. Joe Klaeger (Yam); 2. Gary Clark (Yam).
125 BEG: 1. Trace DeLeon (Yam); 2. Larry Dimmitt (Yam); 3. Calvin Boddy (Yam).
125 NOV: 1. Mike Mobley (Suz); 2. Jeff Camarigg (Suz); 3. Joey Thomas (Suz).
250 BEG: 1. Robert Crigt (Hon); 2. Greg Roberg (Hon); 3. J. Holsheimer.
250 NOV: 1. Tony Camarena (Suz); 2. Mark Branch (Suz); 3. Dale Ream (Hon).
250 INT: 1. John Singerland (Hon); 2. Dan Cannon (Suz); 3. Matt Kincaid (Hon).
250 EX: 1. Mark Ellis (Yam); 2. Larry Ripley (Hon); 3. Craig Gormley (Yam).
OPEN BEG: 1. Hugh Burgess (Hus); 2. Keman Rainard (Yam).
OPEN NOV: 1. Eddie Michetti (Mai); 2. Rod Morihara (Suz); 3. Perry Ziino (Yam).
OPEN INT: 1. Roy Burton (Suz); 2. David Aleman (Yam); 3. Rick Kalnas (Suz).
OPEN EX: 1. Jim Lowe (Mai); 2. Greg Stone (Hus); 3. Tim Lanham (Yam).
SR VETS: 1. Ed Michetti (Mai); 2. George Anderson (Suz).
BEG VETS: 1. Steve Symanski (Mai); 2. Ray Arnold (Yam); 3. Steve Loftin (Suz).

Hatchen, Gillian grab packed CRC Novice wins

By Brian George

VALENCIA, CA, FEB. 18

As the year gets going, the racing does too, as was evident at CRC's regular Sunday motocross on the sands of Indian Dunes. Novices were out in force as the 125s and 250s required two divisions each, along with the 125cc Beginners.

Taking command of the first division of 250cc Novices was Kenny Hatchen, who defeated moto winners Alan Monissette and Dean Mostnoluca, both out of DMG. Division two went to Skip Gillian, who won the first moto but had to take a second to Scott Madsen in round two.

Division one of the 125cc Novices saw Les Hays sweep both motos to defeat Mike Clark and Bob Farr, both tied at six points apiece. Joe Hernandez picked up top brass in the second division for his fine ride ahead of Tim Shelton and Ron Willison.

In the Beginner ranks, Scott Brouiak topped the first 125cc

Division, while the number one 250cc went to Rick Winaker. Open Beginner honors went to Craig Weaver.

In the Veterans groups Dinky Denny and Jerry Johnson split wins and third placings to tie for the Junior brass, but Johnson's second moto victory gave him the overall. Bob Millner defeated first-moto winner Jay Buckner for the Intermediate victory, and in the Seniors it was all Roll-over Rick taking the win over Richard Hampton and Bill Burkhart.

Intermediates found Brian Vargus best in the Open action while Enrique DiBos topped a packed gate of 250s. In the 125ccs Steve Hutchens was the top rider with a 1-3 day.

Results

MINI BEG: 1. Tony Drona (Suz); 2. Chris Wallis (Suz); 3. Ken Willison (Yam).
MINI NOV: 1. Robert Laughlin (Yam); 2. Steve Van Duzen (Yam); 3. Marty Lehotan (Yam).
MINI INT: 1. Zoli Meszaros (Yam); 2. Danny Sanchez (Yam); 3. Andy Nelinger (Kaw).
100 NOV: 1. Dave Lamb (Yam); 2. Joe Lundgren (Yam); 3. Randy Johnson (Suz).
100 INT: 1. Dave Calais (Yam); 2. Kevin Allman (Yam).
125 BEG: 1. Scott Brouiak (Yam); 2. Mark Spitxke (Yam); 3. Jose Zamora (Yam).
125 NOV DIV 1: 1. Les Hays (Yam); 2. Mike Clark (Suz); 3. Bob Farr (Suz).
125 NOV DIV 2: 1. Joe Hernandez (Suz); 2. Tim Shelton (Yam); 3. Ron Willison (Suz).
125 INT: 1. Steve Hutchens (Yam); 2. Bill Recchia (Suz); 3. Roy Gomez (Suz).
125 PRO: 1. Bob Kline (Hon); 2. Tim Locey (Yam); 3. Bobby Jones (Suz).
250 BEG: 1. Rick Winaker (Suz); 2. Steve Marquez (Suz); 3. Wayne Kirk (Suz).
250 NOV DIV 1: 1. Kenny Hatchen (Yam); 2. Dave Waber (Hon); 3. Dean Mostroluca (Mai).
250 NOV DIV 2: 1. Skip Gillian (Yam); 2. Scott Madsen (Yam); 3. Don Ragen (Hon).
250 INT: 1. Enrique DiBos (J.A.P.); 2. Kevin Olson (Mai); 3. Bob Myerly (Hon).
250 PRO: 1. Mark Gambetta (Mai); 2. Don Draskovich (Mai); 3. John Atwood (Mai).
OPEN BEG: 1. Craig Weaver (Suz); 2. Mike Walters (Yam); 3. Karl Krummer (Hus).
OPEN NOV: 1. John Pincott (Yam); 2. Gary Rominez (Yam); 3. Robert Brazier (Yam).
OPEN INT: 1. Brian Vargus (Suz); 2. Dan Moore (Mai); 3. Barry Meyer (Yam).
OPEN PRO: 1. Hal Strauss (Mai); 2. Bob Bang (Yam); 3. Bill Edrington (Yam).
VET JR: 1. Jerry Johnson (Yam); 2. Dinky Denny (Yam); 3. Jay Weaver (Suz).
VET INT: 1. Bob Millner (Yam); 2. Jay Buckner (Mai); 3. Dudley Duncan (Hus).
VET SR: 1. Roll-over Rick (Yam); 2. Richard Hampton (Mai); 3. Bill Burkhart (Mai).

Joel Grant scores big at CMC Saddleback MX

By Mike Klinger

ORANGE, CA, FEB. 18

Along with the high speed competition in all the Professional classes, the Open Intermediate class had the spectators on pins and needles as the Continental Motosport Club riders invaded Saddleback Park.

With a field that sported more than 20 Open Intermediates, the entire two motos involved only three riders. Coming off the gate and putting the power to the ground with his 450 Maico Magnum was Joel Grant. Grant won both motos from the drop of the gate to the checkered flag, but only by half a bikelength both times. Craig Robertson (Yam) was the second place finisher, as he pushed and pushed Grant to make a mistake. The other rider to make up the threesome was Ron Jones (Hus). Jones ran third place for two motos, 20 laps of seeing the rear tires of Grant and Robertson.

The 125cc Pro class was a real barn burner. Craig Dale (Suz) led the entire 14 lap event in moto one. Chasing Dale was the very hot Yamaha rider, Rick Maki. As the moto progressed, the positions stabilized. Roger Hensly (Suz) and John Greenway (Hon) battled it out for third place with Hensly gaining the position. At the

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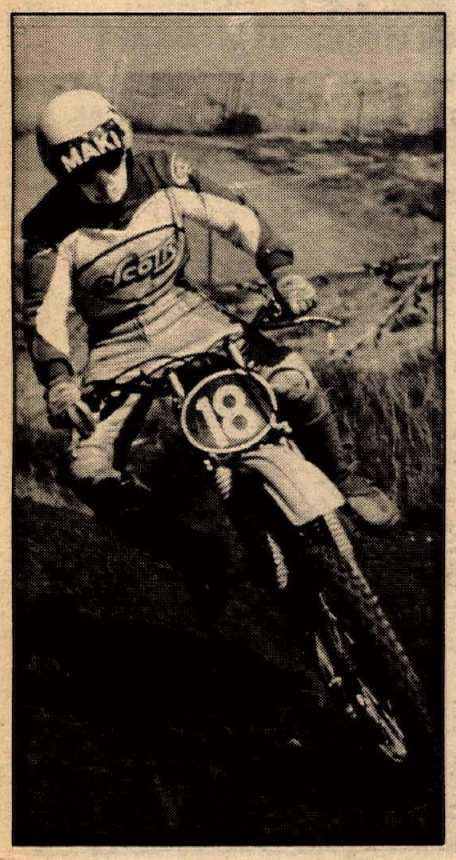
(Above) Jerry Raymer (2R) and Ted Hoyt dice in the Corona 250cc Pro class. (Below) Rick Maki topped the CMC Saddleback 125cc Pros.



flag, the results were Dale, Maki, Hensly, and Greenway.

The lead in moto two of the 125cc Pros changed hands five times before a winner was known. With Maki placing second in moto one, he only needed to place in the top three after Dale had crashed on lap number one. After all of the confusion, Maki held onto third place and first overall in the 125cc Pros. Matt Tedder (Suz) scored a 5-2 combination for second overall and the consistent riding of Greenway gave him third spot.

The 250 and 500cc Pro classes were lacking on participants but not on action. Ron Turner (Yam) was the big money winner as he placed first in the 250cc Pros and second in the 500cc Pro class. Jim Gibson (Suz) gave Turner a run for his money in the 250cc class, but had to settle for second overall, one better than Andy Guth (Hon).

The 500cc Pro winner, ever popular David Williams (Mai) tallied a 1-1 score for the day. Williams was threatened by Turner for five of the 14 laps but Turner slacked off to be pursued by Mark Brooks (Mai). Williams won, Turner took second and Brooks bowed into third for the final standings.

Bauer towers over Corona MX

By Ron Lawson

CORONA, CA, FEB. 16

In an effort to provide a more challenging course for the Intermediate and Expert riders, R.A.C.E. promoter Ron Crandall added an all new section of stadium-style jumps to the Corona night MX track. They were so difficult that even the best Pros had to slow down to a crawl in order to navigate them, and that was just what Crandall wanted. A few of the riders felt they were a little on the hairy side, but the majority thought it was a good way to bring the hotshoes down to a safer speed.

One of the riders that apparently got along well with the new section was DG's Steve Bauer (Yam). He grabbed the holeshot at the start of 250cc Pro moto one and started to pull away. Absorbing most of his roost on lap one was a new face at Corona, Jerry Raymer (Yam), who was in turn giving a dirt bath to Gary Jones (Amx), Ted Hoyt (Yam) and Danny Burtt (Suz). On the second lap, Jones passed Raymer, but immediately gave the position back when he pulled off due to mechanical trouble. At the same time, Burtt also ran out of luck and fell in a slow turn, losing three positions in the process. John Greenway (Yam) crashed on the same lap too, becoming the first official victim of the stadium section. While everyone was falling, breaking and having such a hard time, Bauer was still on top, just motoring away and having a good time. He took the time to wave at the spectators, and throw in an occasional wheelie or cross-up. He also didn't hesitate to yell his sympathies at DG teammate Greenway who was still inspecting his mount for damage when Bauer came around for the next lap. The battle for second, however, was still hot. Raymer held off Hoyt until the white flag came out when he finally gave in to the pressure. The finishing order was Bauer, Hoyt, Raymer, Frank Cody (Yam) and Burtt. The next round was a little closer.

Bauer once again pulled the holeshot, but this time with Burtt breathing down his neck. The two of them opened a small lead on the first two lap while Hoyt, Raymer and Greenway were clumped together in a dice for third. As the race continued, Bauer began to pull away as expected, but Burtt wasn't making it easy. Greenway passed Raymer and was tightening the screws on Hoyt, who gave in on the seventh lap and allowed the DG rider to immediately catch up to Burtt. But the checkered flag came out before a full scale battle erupted for second place and Bauer took another win as well as the overall. Hoyt took home second place money and Burtt was third in line for the cash.

In the 125cc Pro race it was Winners Circle's John Silva (Suz) who captured the spotlight. He ran away from the pack in round one, but in the next moto he was involved in a long, hard battle with Andy Orescanin (Suz) who took the win in that moto by a hair. Silva was the man that got the money, though, and Orescanin had to be satisfied with second place finish due to his placing fourth in moto one.

Results

MINI BEG: 1. Glenn Clark (Yam); 2. Joe Rincon (Kaw); 3. Nick Colangelo (Yam).
MINI NOV: 1. Terry Knight (Suz); 2. Jason Rincon (Kaw); 3. Jeff Schaeffer (Kaw).
MINI EX: 1. Randy Fleisher (Suz); 2. Don Sigrist (Yam).
100 BEG: 1. Joe McCoy (Yam); 2. Aaron Miller (Suz); 3. Dean Langston (Suz).
100 NOV: 1. Kenny Guyett (Yam); 2. Gary Harada (Yam); 3. Dan Urbanek (Yam).
125 BEG: 1. Nick Ulmer (Yam); 2. Alan Howell (Suz); 3. Jeff Gaston (Suz).
125 BEG: 1. Craig Edwards (Yam); 2. Frank Kl iser (Suz); 3. Craig De Boer (Suz).
125 NOV: 1. David Callaway (Suz); 2. John Walker (Yam); 3. Craig Seeley (Suz).
125 NOV: 1. Mike Wilkinson (Suz); 2. Russ Anderson (Suz); 3. Ronnie Purther (Suz).
125 INT: 1. Troy Lee (Suz); 2. Scott Seeley (Suz); 3. Fred Combs (Suz).
125 EX: 1. John Silva (Suz); 2. Andy Orescanin (Suz); 3. Dave Rose (Suz).
250 BEG: 1. Matt Saruwatari (Yam); 2. Kevin Munn (Suz); 3. Garry Weier (Suz).
250 NOV: 1. Dave Fernandez (Yam); 2. Kenny Guyett (Amx); 3. Tony Feldhaus (Hon).
250 INT: 1. Scott Wilkinson (Hon); 2. Todd Schaeffer (Suz); 3. Joe Lemke (Amx).
250 EX: 1. Steve Bauer (Yam); 2. Ted Hoyt (Yam); 3. Danny Burtt (Suz).
OPEN BEG: 1. Ken Kaney (Yam); 2. Don Pettingill (Yam); 3. Mike Van Dyne (Suz).
OPEN NOV: 1. Ed Zarp (Hus); 2. Steve Downing (Hus); 3. Jim Speight (Mai).
OPEN INT: 1. Jerry Ebling (Kaw); 2. Dean Waskowiak (Mai); 3. Rich Callahan (Yam).
OPEN EX: 1. Tom Karos (Suz); 2. Dave Baker (Suz).

Radical changes, Radical Ron triumph at CRC Dunes MX

By Brian George

VALENCIA, CA, FEB. 4

If there is one thing that has been somewhat lacking from local motocross racing, it has been organization. Every weekend it's the same old scene around practice time, everyone from Mini Beginners to 500cc Pros are out on the track trying to win that ever-important practice lap which means a great deal of nothing. But for 1979, the California Racing Club is trying to do something for the benefit of motocross, and it really works. Led by Jack Barbacovi and family, the organization has designed a system of colored stickers which are placed on every bike signed in to race. These colors vary according to ability, not bike size, and practice is scheduled in colors. This eliminates the Beginners taking out the Pros, and vice-versa, and enables everyone to get in some useful practice laps instead of spending a half-hour dodging faster riders. Anyone caught in a wrong practice is disqualified for points for that day, but is still allowed to ride.

Overall the new way of racing is really a nice change of pace, but there are also other changes of pace each and every week. CRC goes out to Indian Dunes on Saturday, fills the grounds crew with beer, and gets them to make radical changes in the track so no rider can wire the circuit week after week. This makes it even up all the time.

As for the racing, riders flocked to the Dunes while the Golden State Series headed way up north, and found a $1000 Pro purse. Two divisions of 250cc Pros had to be run before the main event, and the Open Pros had to finish their last moto under the lights. With 17 classes, it was a long day.

Taking the division wins in the 250cc Pros were Mark Gambetta and Honda's Warren Reid, but in the main it was all Luft's Radical Ron Turner, who ran away from Reid, Suzuki's new factory rider Jim Gibson, and Maico-mounted John Atwood.

In the 125ccs Flyin' Mike Brown topped Bobby Jones in both motos for the overall win as Tim Locey picked up third. Edwin Arnet grabbed fourth ahead of Turner, the top money winner of the day.

In Intermediate action, Andy Meszaros took the Opens, Bob Schulz the 250s and Inez Hall the 125ccs.

Results

250 PRO: 1. Ron Turner (Yam); 2. Warren Reid (Hon); 3. Jim Gibson (Suz).
125 PRO: 1. Mike Brown (Suz); 2. Bobby Jones (Suz); 3. Tim Locey (Yam).
MINI BEG: 1. Jerry Woody (Yam); 2. Mike Lyons (Yam); 3. Mike Young (Hon).
MINI NOV: 1. Jon Hughlett (Yam); 2. Steve VanDuzen (Yam); 3. Charlie Morris (Suz).
MINI INT: 1. Andy Nelinger (Kaw); 2. Zoli Meszaros (Yam); 3. Danny Sanchez (Yam).
100 BEG: 1. Brad Stich (Yam); 2. Eric Swanson (Yam).
100 NOV: 1. Roy Farr (Yam); 2. Randy Johnson (Suz); 3. Ted Stuebner (Yam)
100 INT: 1. Duke Wright (Yam); 2. Tony Barbacovi (Yam); 3. Todd Broussard (Yam).
125 BEG: 1. Scott Manley (Suz); 2. Dennis Hulen (Yam); 3. Sammy Avoian (Suz).
125 NOV: 1. Les Hays (Yam); 2. Dave Nealon (Yam); 3. Dink Stropp (Yam).
125 INT: 1. Inez Hall (Suz); 2. Darel Francis (Yam); 3. Juan Carlos DeCal (Yam).
250 BEG: 1. Mike Hillion (Suz); 2. Alan Monisette (Mai); 3. Eddie Rea (Yam).
250 NOV: 1. Jim Davis (Hon); 2. Tim Fisher; 3. Bret Hammond (Hus).
250 INT: 1. Bob Schulz (Yam); 2. Jim Coffey (Yam); 3. John Drury (Yam).
500 BEG: 1. Gary Rominez (Yam); 2. Bob Burleigh (Hus); 3. Jeff Buckner (Suz).
500 NOV: 1. John McCormick (Yam); 2. Dave Andrews (Hus); 3. Robert Bnazier (Yam).
500 INT: 1. Andy Meszaros (Yam); 2. Dan Moore (Mai); 3. Doug VanDuzen (Mai).
VET JR: 1. Dinky Denny (Yam); 2. Randy Hodgen (Suz); 3. Jay Weaver (Suz).
VET INT: 1. Buzz Moellar (Hus); 2. Asker Larnkjaer (Suz); 3. Dan Sanchez (Suz).
VET SR: 1. Bob Hayes (Mai); 2. Rick Hall (Yam); 3. Bill Burkhart (Mai).

Locey stars in AME MX wars

By Laura Richard

VALENCIA, CA, FEB. 11

Tim Locey (Yam) was the star of American Motocross Enterprises' 250 and 125cc Pro classes. At the start of moto one of the 250cc Pros, a full field of determined Pros

flooded into the first turn with Yamaha-mounted Mike Shoemaker on top. Locey was buried back in the pack while Shoemaker took clear command. Second place was juggled back and forth between riders in the opening laps, but it finally settled down in the possession of Honda-mounted Mike VanAcker. Locey was on the gas and by lap four, had moved up to third place. He whittled down Shoemaker's lead and on lap seven made his move past Shoemaker into the lead.

Moto two again saw Shoemaker take the lead but Locey got a much better start than last time and he was leading by the third lap; behind him were Shoemaker with Mark Parkerson (Hon) in third. The overall win went to Locey with second going to Shoemaker and third going to VanAcker.

The Open Pros had a tight battle between Hal Strauss (Mai) and Andy Jannings (Mai). Jannings got the better start in the first round, but it wasn't long before Strauss was up there with him. On lap three Strauss passed Jannings but couldn't pull any distance. After four laps of elbow-to-elbow riding, Jannings was able to retake the lead. But a strong effort by Strauss enabled him to take the lead once again.

In the second bout, Yamaha-mounted Darren Oliver pulled into the lead after Jannings went down in the first corner. Oliver was unable to hold off the strong charge of Strauss, who took the lead after just one lap. Back in the pack we saw Maico-mounted Bill Hagen and Steve Richard working their way through the pack to take over second and third. But we really have to give a lot of credit to strong-riding Steve Rawson (Mai). As the gate dropped for the second moto, Rawson and his crew were just completing replacing the spokes in his rear wheel. By the time Rawson reached the gate, the rest of the pack was at least three-quarters of a lap ahead of him. But at the end of the moto we saw Rawson taking the checkered flag in third place. The overall went to Strauss with Hagen taking second and third going to Rawson.

Tim Locey was back in the winner's circle again in the 125cc Pro class as he took the overall win. Moto one saw Honda-mounted Ken Zahrt taking the holeshot and the win with Locey in second. Moto two saw the win going to Yamaha-mounted Willie Simons with Locey again in second. The two second place finishes gave Locey the overall for the day with second going to Zahrt and third going to Ed Arnet. ●

Results

MINI JR: 1. Robert Laughlin (Yam); 2. Richie James (Suz); 3. Harper Munro (Kaw).
MINI INT: 1. Andy Nelinger (Kaw).
100 BEG: 1. Eric Swanson (Yam); 2. Bill Munro (Yam).
100 JR: 1. Roy Farr (Yam); 2. Jack Greenberg (Suz); 3. David Lamb (Yam).
100 INT: 1. Mike Bess (Yam); 2. Chris McCauley (Suz); 3. Dave Calais (Yam).
100 EX: 1. Allen Hopper (Yam); 2. Andy Messzard (Yam).
125 BEG: 1. Jeffery Seybord (Suz); 2. Matt Griffith (Yam).
125 JR DIV 1: 1. Cindy Dumo (Suz); 2. Mark Chikasawa (Suz); 3. Tim Shelton (Yam).
125 JR DIV 2: 1. Bruce Maynor (Suz); 2. Ralph Usher (Suz); 3. Bob Pendaruis (Yam).
125 INT: 1. Randy Harden (Suz); 2. John Langhammer (Yam); 3. Norman Blue (Yam).
125 PRO: 1. Tim Locey (Yam); 2. Ken Zahrt (Hon); 3. Ed Arnet (Suz).
250 JR DIV 1: 1. Larry Baker (Suz); 2. Dan Arellano (Yam); 3. Roger Baker (Hon).
250 JR DIV 2: 1. Jim David (Hon); 2. Dave Rose (Yam); 3. Erin Buskerk (Suz).
250 INT: 1. Rob Myerly (Hon); 2. John Drury (Yam); 3. Steve Mitchell (Mac).
250 PRO: 1. Tim Locey (Yam); 2. Mike Shoemaker (Yam); 3. Mike VanAcker (Hon).
OPEN JR: 1. Jesse James (Mai); 2. Robert Brozien (Yam); 3. Fred Nelson (Mai).
OPEN INT: 1. Lynn Dennis (Mai); 2. Chris Lowitz (Suz); 3. Don Durrer (Yam).
OPEN PRO: 1. Hal Strauss (Mai); 2. Bill Hagen (Mai); 3. Steve Rawson (Mai).

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NORTHERN DATELINE

The seven race CMC Golden State Series came to a close at Huron Cycle Park.

Hopkins reigns supreme at Golden State finals

By Paul Castoro

HURON, CA, FEB. 17

Yamaha mounted Kevin Hopkins put the icing on the cake today at Huron Cycle Park as the crafty 125cc Intermediate rider secured enough series points to claim high point overall honors during the final round of hot moto-action in the CMC/Suzuki Golden State Series.

Hopkins, after clinching the prestigious 125cc Intermediate crown the previous weekend at Dunlap, decided to go for the gold here at Huron. The "gold" came in the form of a new '79 250 Suzuki RM that was awarded to the top overall points holder. John Gardner (Yam) tried to play spoiler with his come from behind charges, but the riding of Hopkins was absolutely flawless.

R & D Racing Engine's hot prospect, George Holland of Kerman, showed the Mini Experts a trick or two as the radical styler powered his Dean Dickerson, Suzuki RM 80 to a pair of convincing moto wins. Kawasaki's Doug Chandler, and Jenson Cycles Allen Silhanek pestered Holland throughout both motos, but to no avail. Moto scores showed Holland (1-1), Chandler (3-2) and Silhanek (2-3).

In other Mini action, Intermediate racer Pat Galon out-rode David Berlin to grab the day's moto win as well as the series title in that class. Galon and Berlin look like hot prospects to reckon with in the future when they reach the Expert division. Golden State overall series scores showed Galon securing first place with Berlin and Tony Tetone finishing second and third respectively. Mini Junior action went to Castroville's hot-shoe Brandon Reyes as the Kawasaki rider topped Ken Morton (Suz) and John Blood (MXF) to cop the Junior class laurels. The Junior overall crown went to lanky John Blood, riding out of the Moto-X-Fox stable of talented racers. Escondido Subaru's Hank Williams Erler placed second overall and young Kenny Morton earned third in California's premier motocross series.

Mike Paulino, with his second place finish here on the long, flat Huron track, clinched the 100cc Intermediate series crown. Jerry Berlin came up a tad short, even after winning today's action aboard his long travel Suzuki scooter. The 100cc Junior series went to DG mounted R. Eide with Chris Lewis and Mike Rouss trailing in the points column.

The Walker brothers, Tom and Scott, pulled off a power play in the Open division. Both Lancaster residents won each of their motos and in turn, each had a CMC title to take back to their desert community. Tom Walker (Open Jr) put together a 1-2 ride to out-point Suzuki's John Allen to gain his title. Scott Walker (Open Int.) and Montesa rider Chirs Irigaray battled it out to the max but Scott came on strong to claim the Open overall laurels.

Jeff Krekelberg's Yamaha was well suited to the wide open terrain of Huron as the 125cc Junior Intermediate rider held off the charges of Rick Neilson of Van Nuys. Krekelberg went home to Eldorado with a perfect 1-1 score, while Neilson couldn't quite muster the needed power and was relegated back to second with his 2-2 showing.

The big race of the day was definitely the second division of 125cc Juniors. The point standings were ultra close. Moto one saw series points leader, Scott Manning, charge off the gate and into a secure lead which he held throughout the moto. Meanwhile, back in the pack, Jeff Burnworth, riding his Joe Erler backed Escondido Subaru sponsored Suzuki, was late getting out of the gate. The crafty Burnworth got it dialed up to the max and passed rider after rider in his quest for the series title. Burnworths' elusive victory, however, would have to wait — his left side peg had broken off. Burnworth coped well, despite his problem, and finished third in the opening moto. The last contender for the crown was Clovis star Cooper Wallace (Hus), who had a dismal opening moto, a seventh; his second moto win just wasn't quite good enough. Scott Manning's fine second place finish guaranteed him not only the day's laurels, but the overall series victory. Moto scores for the day were Manning (1-2), Burnworth (3-3) and Wallace (7-1).

In 250cc Junior action Greg Apostalou came out on top of the large contingent of racers that make up that popular division. Golden State standings put Apostalou up front with Mike O'Neil and Rick Neilson trailing in points. 250cc Intermediate overall laurels went to Honda mounted Don Anderson. Anderson, who rides out of San Jose, fought a series long war with Mark Page and Neal Chistman. Moto scores for the day at Huron went to San Diego's Chistman, with Page placing second and Anderson third.

U.S. Suzuki is commended for their total support of CMC's seven race motocross series. The series, which played out on the top tracks in both northern and southern California, gives the sportsmen riders a taste of traveling the "circuit" in quest of fame and glory. Hats off to Suzuki and the CMC group for a job well done!

Results

MINI JR: 1. Brandon Reyes (Kaw); 2. Ken Morton (Suz); 3. John Blood (MXF).
MINI INT: 1. Pat Galon (Suz); 2. Darin Vanderpool (Suz); 3. David Berlin (Suz).
MINI EX: 1. George Holland (R&D); 2. Doug Chandler (Kaw); 3. Allen Silhanek (Suz).
100 JR: 1. Dave Furerr (Suz); 2. Cory Perreault (Suz); 3. Mark Rouff (Yam).
100 INT: 1. Jerry Berlin (Suz); 2. Mike Paulino (Suz); 3. Duke Wright (Yam).
125 JR DIV 1: 1. Jeff Krekleberg (Yam); 2. Rick Neilson; 3. Jack Barton (Yam).
125 JR DIV 2: 1. Scott Manning (Suz); 2. Jeff Burnworth (Suz); 3. Cooper Wallace (Hus).
125 INT DIV 1: 1. Mike Sprenger (Suz); 2. Craig Wessel (Suz); 3. Gordon Smith.
125 INT DIV 2: 1. Kevin Hopkins (Yam); 2. John Gardner (Yam); 3. Bryan Skvices (Suz).
250 JR DIV 1: 1. Mike Garcian (Hon); 2. Pete Yoho (Hon); 3. Ron Dimpoci (Hon).
250 JR DIV 2: 1. Mike Sage (Yam); 2. Greg Apostalou (Hon); 3. Mike O'Neal.
250 INT DIV 1: 1. Ken Nelle (Yam); 2. Ray Ramier (Yam); 3. Chuck Sheets (Mai).
250 INT DIV 2: 1. Neal Christman (Yam); 2. Mark Page (ESC); 3. Don Anderson (Hon).
OPEN JR: 1. Tom Walker (Suz); 2. Kenny Henze (Suz); 3. Sam Knowlton (Suz).
OPEN INT: 1. Scott Walker (Suz); 2. Chris Irigaray (Mon); 2. Carl Nelson (Hus).

CMC/S.I.R. Winter MX series anudder mudder

By Sue Sykes

KENT, WA, FEB. 11

Although series race number six was a mud bath affair, it was still a lot of fun. Extra practice time, three motos, and double CMC points went to the top six riders in each class. The biggest battle riders encountered all day, was with the mud. Water formed mini lakes in most turns of the track and the sharp right hander was used for starts. The riders made one jump, then through the pond, and from then on it was mud, mud, mud.

The friendly award goes to Honda rider Rick Benek. Rick was caught in the pits, just chatting away, at the start of the second 250cc Pro moto, which was *his* race. He quickly climbed aboard his mount and joined in about a lap down. Third moto he got down to riding ability business with a moto win.

The 125cc Junior class jammed the gate end-to-end. Doug Hedges (Yam) pulled a shut out with aces in all three motos. Tony Casten (Hon) came up with a one-two-three for second overall.

Results

PEE WEE JR: 1. Joel Mourer (Ita).
MINI JR: 1. Dave Howell (Suz); 2. Dan Engelke (Suz); 3. Marvin Waldo (Suz).
MINI INT: 1. Bryan Birkestol (Suz); 2. Marlow Mourer (Suz).
MINI EX: 1. C. Trent Mourer (Suz).
100 JR: 1. Rick Patrick (Yam); 2. Bob Onesti (Hon); 3. Brian Lake (Yam).
100 INT: 1. Kurt Erickson (Suz); 2. Gus Giannakos (Suz).
125 JR: 1. Doug Hedges (Yam); 2. Tony Casten (Hon); 3. Tom Moriarity (Suz).
125 INT: 1. Chris Sprinkle (Hus); 2. Derek Birkestol (Suz); 3. Richard Graham (Yam).
250 JR: 1. Doug Hedges (Hon); 2. Harold Phenis (Hon); 3. Rod Mickelson (Yam).
250 PRO: 1. Blaine C. Elledge (Hus); 2. Russ Staples (Yam); 3. Rick Benek (Hon).
OPEN JR: 1. Rick Phenis (Suz); 2. Chuck Smith (Suz); 3. Steve Warren (Suz).
OPEN INT: 1. Mike Kulp (Yam); 2. Bob Harrison (Mai); 3. Zane Chase (Hus).
OPEN PRO: 1. Blaine C. Elledge (Hus).

Hocking handles Hills Ferry

By W. H. Spencer

NEWMAN, CA, FEB. 10, 1979

It was only the second race of the flat track season but it looks like the National wars have resumed as Hills Ferry Speedway gets a jump on the rest of the country with their very nice, and fast, quarter mile dirt oval. Rick Hocking was dialed right in with his Norris Camel tricko Honda which literally devastated the competition. Rick was fast to compliment Honda, the Norris people, and Racing Service Center for his chance to ride the machine at Houston.

Hocking rode away with the main event win after tangling with young racer Mark Key, who wound up second, and Dennis Kritzer, who came off a heat race crash to take third. Hocking and the Knight Fabrication, ND sparked 500cc single were totally in control.

Mini riders are still abundant and they put on a great support showing for this sport. It was Craig Burt the 60cc class winner over Dean Vincelet; Steve Ochinang swapped the 80cc Novice around in his heat and main for the win over Gary Siler and Jaso Paoli. Frank Freitas did most of the leading in the Junior 80cc class with Woody Rogers taking second over Antone Mellow and a big crew. Chris Carr shot to the front of the 80cc Expert line and never even looked back for a big win on the Jorgy's Suzuki. Kurt Chandler stuck with a good second place finish for Salinas Yamaha and Aaron Hill got a little short at the end for third. Mike Macedo split the 100cc Novice/Junior with Mac Barnes, and Vance Sherfield had the 100cc Expert all to himself.

Jerry Lanning was all alone for the 125cc Novice win over Tiny Petit, while Ronnie Evans had the Junior ranks pretty much to himself.

Kellie Parker surprised a lot of the males in the 250cc Novice events. She led early during her heat race and then absolutely smoked the troops in the main. Her Al Gonzales tuned Yamaha is fast, but they don't seem to remember that she used to do pretty good on a 175cc in that class.

Roger Burditt led it all for the 250cc Junior (with four trophy spots) and Steve Crawford took a come from behind second on a Can-Am. Larry Krusemann worked hard for third on the BOSS Yamaha and Terry Kitchen took a good fourth, keeping the kids honest, while Jon Eichelbaugh got the bonus trophy in fifth.

Brian Thompson earned the very fast 250cc Expert class trophy, with a no sweat fast ride, while action raged on in the back three rows, making for funny starts. Thompson and the Hayward Yamaha were long gone; Bill Scott and Danny Hogue hooked up for a bit to be replaced by some youngsters like Rich Arnaiz, Kim Jorgensen and Jimbo Filice. Billy Scott came through for a good second place effort while Jorgensen, Arnaiz and Filice put on a show reminiscent of National caliber competition. Arnaiz would make a shot for a low line, Jorgensen would go

high, and Filice took whatever was left. As they headed for the white flag, Jolly Jimbo hooked his ND sparked Team Cancilla mount to the max and rode right around the two in fierce battle. Jimbo took third, over Arnaiz and Jorgensen, indicating yet another great season of competition coming up.

Johnny Pittman is back to his usual winning ways in the 360cc Expert, riding the Zakarian Bultaco to the big win. Tommy San Paolo held onto the 360cc Junior lead throughout, giving Joey Knight the battle with Pat Seigle and Rick Burton.

Hector Alcala continues his domination of the 500cc Novice winning over Mike Hurdt, while Joel Green seems to be the only serious competitor in the 500cc Junior.

Results

60 NOV JR EX: Craig Burt (Yam).
80 NOV: 1. Steven Ochinang (Yam); 2. Gary Siler (Yam); 3. Jason Paoli (Yam).
80 JR: 1. Frank Freitas (Yam); 2. Woody Rogers (Yam); 3. Antone Mellow (Yam).
80 EX: 1. Chris Carr (Suz); 2. Kurt Chandler (Yam); 3. Aaron Hill (Suz).
100 NOV/JR: 1. Mike Macedo (Yam); 2. Mac Barnes (Yam).
100 EX: Vance Sherfield (Yam).
125 NOV: 1. Jerry Lanning (Yam); 2. Tiny Petit (Yam).
125 JR: 1. Ronnie Evans (Yam); 2. Randy Glaze (Suz); 3. Karl Valdez (Yam).
250 NOV: 1. Kellie Parker (Yam); 2. William Wages (Bul); 3. Ken Beck (Yam).
250 JR: 1. Roger Burditt (Yam); 2. Steve Crawford (Yam); 3. Larry Krusemann (Yam).
250 EX: 1. Brian Thompson (Yam); 2. Bill Scott (Yam); 3. Jim Filice (Yam).
360 JR: 1. Tommy San Paolo (Yam); 2. Joey Knight (PDV); 3. Pat Seigle (Yam).
360 EX: 1. John Pittman (Bul); 2. Chuck Gondala (Yam).
500 NOV: 1. Hector Alcala (Yam); 2. Mike Hurst (Yam).
500 JR: Joel Green (Yam).
500 EX: 1. Rick Hocking (Hon); 2. Mark Key (Yam); 3. Dennis Kritzer (Yam).

Marshall takes charge at Sand Hill euro scrams

By Pam Stroski

BRENTWOOD, CA, FEB. 11
Sand Hill's first european hare scrambles brought out all the top cross country riders: Phil Douglas, on a four-stroke 370cc Suzuki, led a full field of Open Experts for four laps until Gary Vanderpool, on his Yamaha prepared by Frank Diaz, took command of the race. Black plate scrambles riders John Tavis made a successful bid for the lead which he held until he had to stop for gas on the ninth lap. Charlie Marshall took over from that point and went on to win with a super ride. Riding for Carmichael Honda, Marshall's motor was prepared by one of the best mechanics around, Dan Calhoun. His cross country bike, which was in excellent condition, sported a big tank for all the gas he needed; Charlie admitted after the race that his was the fastest pace he had set all year to win.

John Tavis, who was disqualified for letting his engine run while gassing up, told us that on March 18, he too will be equipped with a big tank and he will definitely go for the win.

Another scrambles rider, 250cc Expert Danny Castlehano, was also a big surprise to the cross country aces. Rick Delong led for the first two laps, but Castelhano took over, leaving Delong to try to regain his position. Castlehano eventually had to pit for gas and the cross country ace picked up the lead which he never relinquished.

Frank Risner had himself and his Yamaha all dialed in. He took command of the Open Junior class and no one could even get close. Even the

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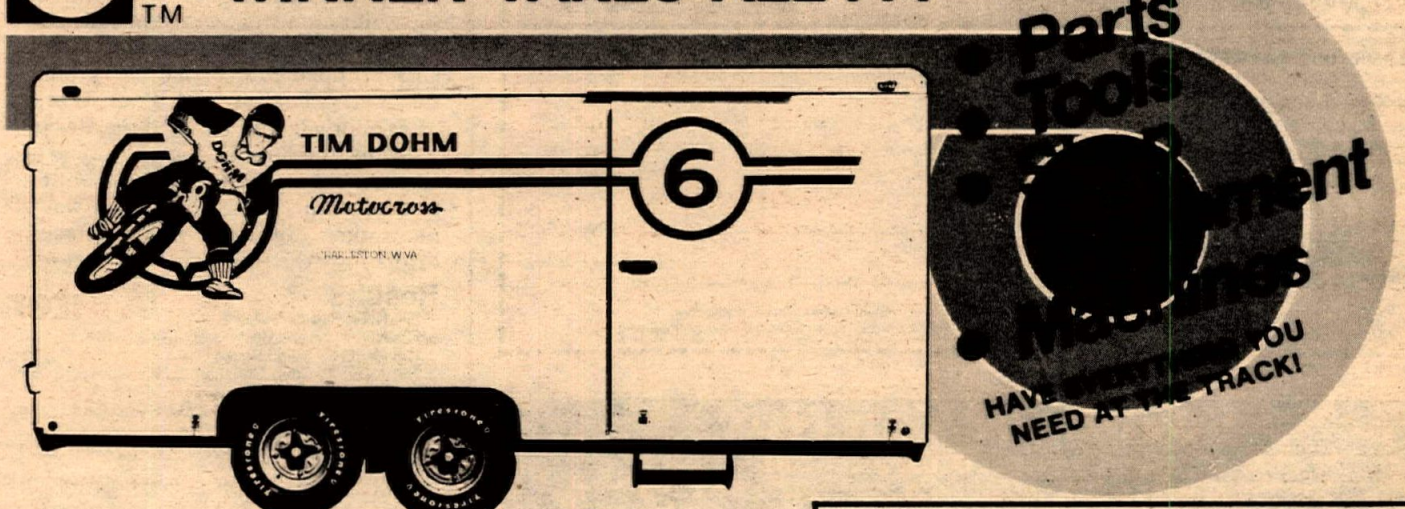

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NORTHERN DATELINE

Jerry Jackson bears up under pressure (heh, heh) at Sandhill.

WFO tactics of John Hampton couldn't catch the "fast" Frank.

The Novice class is always hairy, but today there were about 80 riders going for it all at once. But one guy, who's been winning Sand Hill's Friday night rough scrambles is capable of winning anything. That's Craig Christian, riding for Cycle Gear. Christian took the lead on the fourth lap and won the 13 lap race, which goes to prove he has the ability to win any race he enters.

Jerry Jackson, on his sharp Cycle City prepped Maico, led every lap of the Vet/OT class and Paul Wargo, after a long layoff, smoked the Vet Jrs.

Frank Hastings Jr. hasn't won a race in such a long time he was about to give up, but the 125cc Novice was all his today. Smiling like a possum, Frank took the trophy for number one.

Results

100 NOV: Patrick Valiacio.
125 NOV: 1. Frank Hastings; 2. Chris Berge.
125 EXPERT: Delno Becker.
250 NOV: 1. Craig Christian; 2. Bill Optner; 3. Billy Risner.
250 JR: 1. Robert Stuart; 2. Tim Dickson; 3. Jerry Berknwitz.
OPEN NOV: 1. Kenny Henze; 2. Ron Melton; 3: Ron Russell.
OPEN JR: 1. Frank Risner; 2. John Hampton; 3. Bill Evans.
VETS NOV: 1. C.M. Johnson; 2. John McCoy; 3. Jim Peacock.
VET EXP: Jerry Jackson
VETS JR: 1. Paul Wargo; 2. Sam Ramey.
O.T. NOV: 1. John Perez; 2. Ed Ramey; 3. D. Wright
O.T. JR: 1. L. Buluck; 2. Waynard Idleman.
O.T. EXPERT: R. Gobbins.
OPEN EXP: 1. Charlie Marshall; 2. Scott Davis; 3. Kevin Ingalls.
250 EXP: 1. Ed Marlini; 2. Danny Castlehano; 3. Mike Faria.

Zoppi and Gray zap Cycleland rough scrams

By Sheila Turner

CHICO, CA, FEB. 11

The main event program got underway at Cycleland Speedway rough scrambles as the 80cc Mini class took their respective positions on the starting grid. Tommy Seidel hustled into the lead followed by Ricky LeBlanc and Randy Hice who were bringing up second and third. Hice challenged on every lap but LeBlanc was very comfortable in his position and refused to give it up. It wasn't until the final lap that Hice finally dived under for second place honors. Seidel was so far out front that no one had a chance but him, for the win.

Billy Robinson was quickest to the turn in the 100cc Novice final, closely followed by Richard Fox. Fox moved in on Robinson to take over the lead and did so on the third turn of the same lap. Robinson didn't want to give up easily and tried his best to regain the position but time ran out too soon for him to finish his quest. At the finish, Fox came first with Robinson hounding his rear fender.

Kraig Church grabbed the lead in the 125cc Novice main with Jimmy King, Mike Archuletain and Don Dabb relegated to second and third. On the first lap, Fox got under Archuleta, Babb too got by Archuleta and then proceeded to get Fox on the next lap. Babb moved on up to second on lap three and King fell back a few positions. Steve Clark got by Fox for third on the fourth and maintained his assault to catch and pass Church for the lead. The riders got more excited with each lap and everyone was going for the lead positions at the same time. In the final turn,, Babb overtook Church for second as Clark wisked across the finish home free for the win.

Since he had to line up for the very next event, Clark was warmed up and set to go for the 250cc Novice class. It came as no surprise when he grabbed the holeshot, leaving George Irwin and Steve Goss behind. Irwin got under for the lead as Robert Carnel passed Goss in the next turn. It took a few laps, but Goss regained third as Clark ran into trouble and went down a little later on. At the finish it was Irwin, Carrel and Goss in that order.

Don Souza took the lead in the Open Novice final as Tony Zoppi closed in behind. A heated battle developed between the two contestants as Zoppi appeared close in on every turn. But Souza stayed out front until the final lap when Zoppi finally got by just before the jump.

Ron Arlt took an early lead in the Open Expert fray followed by Ken Gray and Dave Ryan. Arlt put on quite a show for his first time out this season, but it's hard to maintain when Gray and Ryan are breathing down your neck. The pressure finally got to Arlt as Gray got by and then Ryan did the same. Arlt went down in a turn on the sixth lap which put Ron Hastings into third. On the final lap, the pack lost Ryan when his mount lost its crank. Hastings took second behind Gray, who was way out front for the win.

The Old Timers and Veterans main event was a combined affair. Philip Frisbie (CCM) jumped to the lead with Don Holt in second, and moving up from the back of the pack, Expert Norb Brown (Suz) in third. Brown passed up Holt and held steady for the next few laps. In the sixth lap, Brown got under Frisbie for a surprise win as Frisbie huffed in for second.

Tony Zoppi in Open Novice action at Cycleland.

Results

80cc NOVICE: 1. Tommy Seidel (Kaw); 2. Randy Hice (Suz).
100cc JR-EXP: Dave Jeffries (Yam).
100cc NOVICE: Richard Fox.
125cc NOVICE: 1. Steve Clark (Hon); 2. Don Babb (Suz).
250 NOVICE: 1. George Irwin (Suz); 2. Robert Carrel (Yam).
OPEN NOV: Tony Zoppi (Suz).
OPEN EXP: 1. Ken Gray (Yam); 2. Ron Hastings (Yam)
OT & VETS: 1. Norb Brown (Suz); 2. Philip Frisbie (CCM).

Marshall, Marchini and Henry jam to Wild Hare win

By Sallee Hilton

PLYMOUTH, CA, FEB. 18

While a heavy storm dumped a few million gallons of rainwater on Plymouth, and kept the less hardy riders at home, everything but the spirit was dampened at the Sacramento Jammers Seventh Annual "Wild Hare" european scrambles.

Charlie Marshall chalked up his fifth triumph in a row, after taking both the Open Expert and the overall win. Marshall hustled his Carmichael Honda/factory sponsored Husky (super tuned by Dan Calhoun) through the driving rain to a two-and-a-half minute lead over second place finisher Kevin Ingalls, who was also Husky mounted. Danny Willis and Gary Vanderpool, both on Yamahas, kept quite a race for third going during most of their hour and a half mile-ride, despite various problems. Willis, a late entry, missed the start but took off in time to make up the distance. In the last lap of the four mile course, his 400cc ran out of gas and he pushed in for third. Lucky for him, it was mostly downhill. Vanderpool, last year's number one rider and number two for '79, apparently encountered some trouble in the back area of the course. He dropped several positions and, even though he regained fourth for the finish, he never looked to be going quite as fast as his usual performance indicates he can.

Ed Marchini (Hus) motored on to the 250cc Expert win with an excellent ride over second place finisher Barry Anderson; Kevin Henry got the third. Scott Henry was the winner in the small 125cc class.

Old Timer Expert Cloyse Holland Sr. was the first one in for his class, but disqualified himself after confessing that he had made the last lap on a different bike after breaking the chain on his own. All the bikes were so encrusted with the wet black Plymouth sand, no one would have noticed. But Holland commented that he could not, in good conscience, accept the trophy. The official winner was Bill Onga.

Something new at cross country events was a smash hit with the water logged spectators who stuck around for the last race of the day. The Mini riders showed unbelievable endurance and ability as they slogged their way around the mucky course for their one hour race; they seemed to thoroughly enjoy the ride. The older riders could take a lesson from these little guys. Every one of them called out his number loud and clear at the main check. (Although one of the youngsters kept calling out "one-oh-three" each lap, while his number actually was "three-oh-one"!) The winners were; 100cc Brian O'Farrell, 80cc Shawn Frielikng, 50cc Robert Wilson.●

Results

125 EXPER: Scott Henry.
200 EXPERT: Dean Joyner.
250 EXPERT: 1. Ed Marchini; 2. Barry Anderson; 3. Kevin Henry.
OPEN EXPERT: 1. Charlie Marshall; 2. Kevin Ingalls; 3. Danny Willis.
125 JUNIOR: 1. Troy Arnold; 2. Marc Bowman; 3. Bill Fultz.
250 JUNIOR: 1. Doug Noell; 2. Jon Schloer; 3. Tim Dickson.
OPEN JUNIOR: 1. Randy Salveson; 2. David Mozingo; 3. Fred Mozingo.
100 NOVICE: Patrick Verbiscio.
200 NOVICE: 1. Ron Rudi; 2. Dave Herman; 3. Jim Rengstorff.
125 NOVICE: 1. Willie Lincomfelt; 2. Troy Brown; 3. Mike Bonomi.
POWDER PUFF: 1. Tracy Gallo; 2. Kathy Holman.
250 NOVICE: 1. Curt Mozingo; 2. James Hubbard; 3. Bob Cooper.
OPEN NOVICE: 1. Jeff Steele; 2. John Hauker; 3. Val Wynn.
OLD TIMER EXP: 1. Bill Onga; 2. Bill Verbiscio; 3. Delno Becker.
OLD TIMER JUNIOR: 1. Bill Haymart; 2. E.T. Stair; 3. R.J. Gellatley.
OLD TIMER NOVICE: 1. Richard Hood; 2. Dick Jobe; 3. Walter Dill.
VETERAN EXPERT: 1. Jerry Jackson; 2. Darrell Courtwright; 3. Eric Hodel.
VETERAN JUNIOR: 1. Mario Musto; 2. Norris Rancourt; 3. Frank Showers.
VETERAN NOVICE: 1. Don Davis; 2. John McCoy; 3. Dennis Jennings.
MINI 100: Brian O'Farrell.
MINI 80: 1. Shawn Frieling; 2. John O'Neal; 3. Kirk Lossius.
MINI 50: Robert Wilson.

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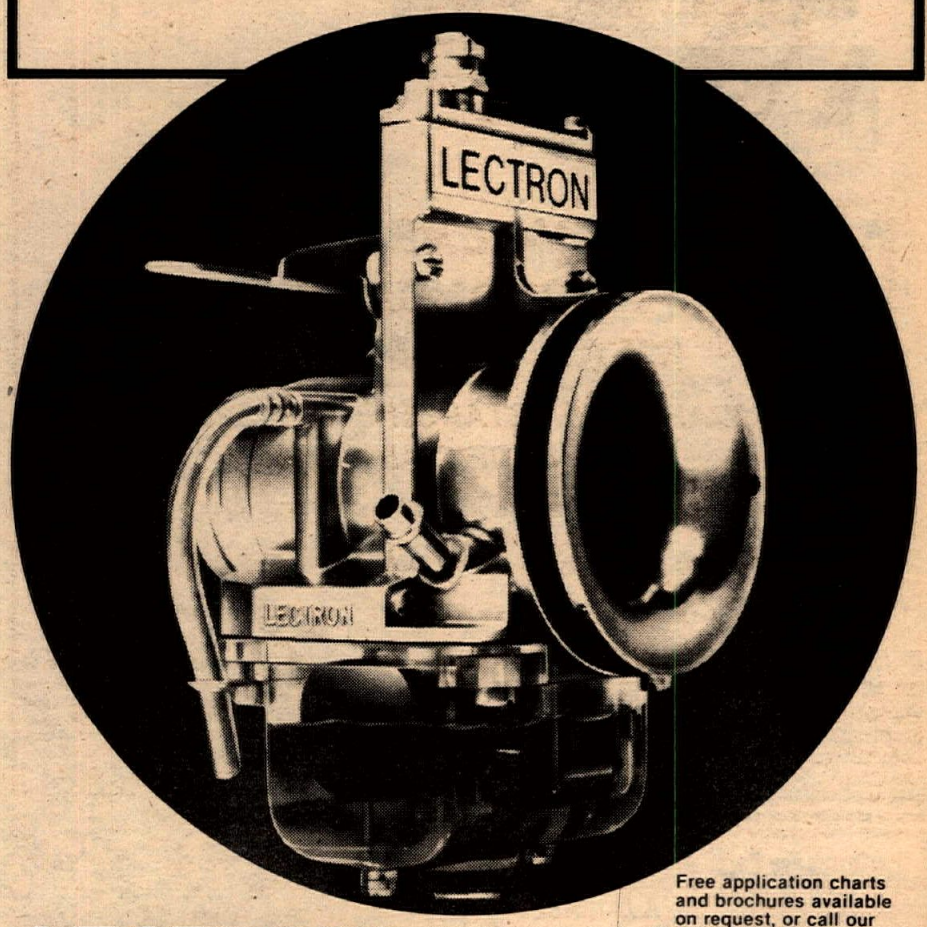

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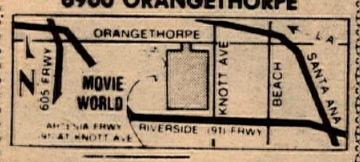

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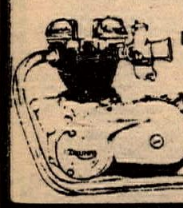

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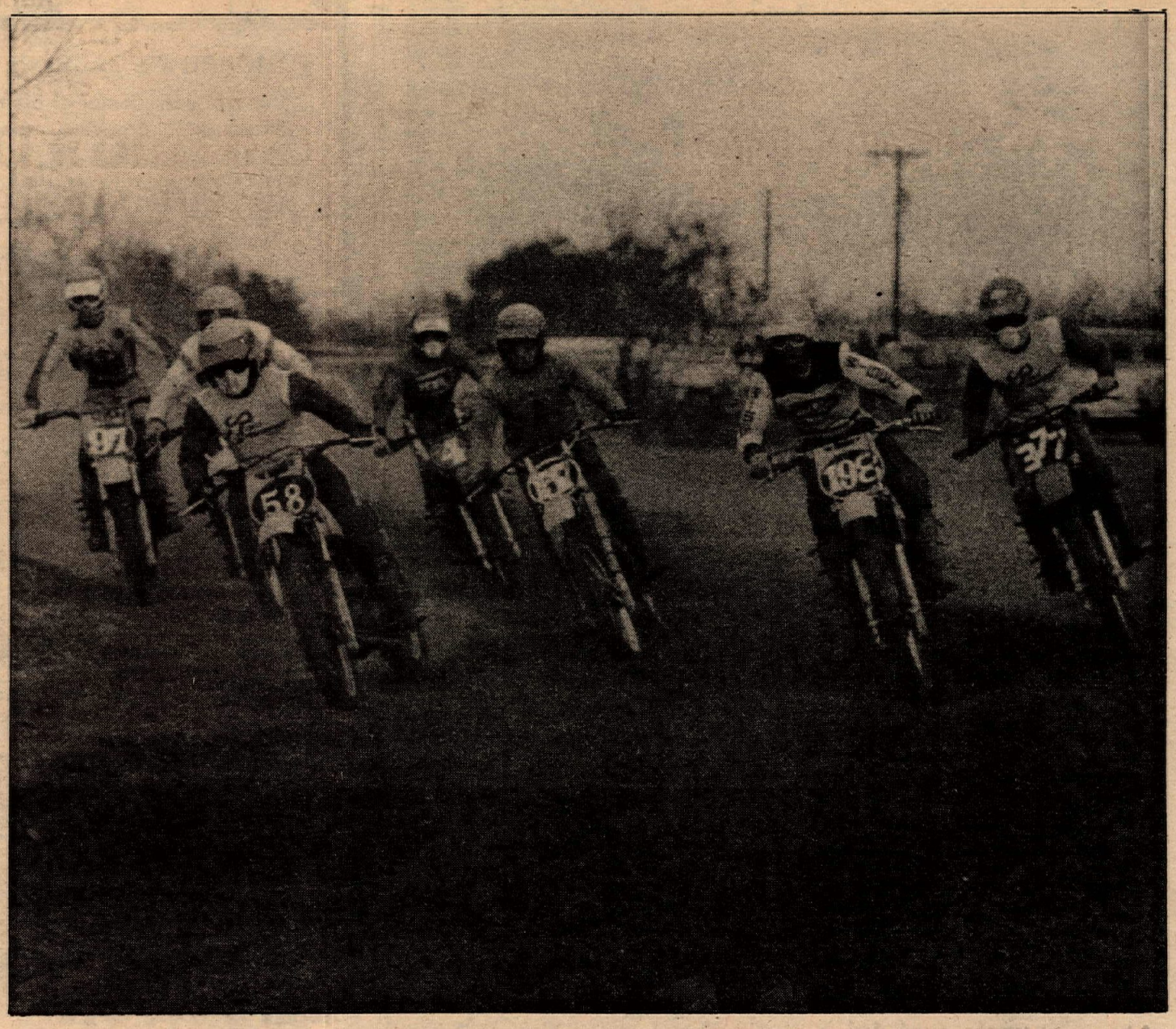

Frank Tello (58) managed the holeshot but Weldon Riebschleager (198) managed a matching set of 125cc Expert wins.

Stack stakes stock Yammy to Sayers' win

By John Rannikko, Jr.

SAN ANTONIO, TX, FEB. 11

Steve Stackable blew away all the Experts in the 250/Open combined class at Sayers Motocross Park on a borrowed box-stock Yamaha YZ 400 monoshocker. Currently sponsored by LOP on Yamahas, Stackable will attack the Supercross series on a 250cc mono and the 500cc Nationals and 500cc Trans-AMA races on a big bore Yamaha. Fellow Austin Pro rider Ricky Blackwell gave Stackable a good first moto battle. He led the first half of the moto and finished just three seconds behind the "Stack." After the race, Steve said, "Ricky surprised me! I didn't know he'd gotten that good."

The 125cc Expert race was interesting in that two bright red, freshly uncrated 125cc Hondas took their places on the starting line. It's been a while since we've seen much red at the starting line in this class. Frank Tello won the drag race off the start with a Suzuki, while Weldon Riebschleager (Suz), Mike Walcott (Yam), Steve Turner (Suz), and others, motored behind. Some paint scratching in the first turn changed the order to Walcott, Tello, Keith Davis (Hon), Riebschleager and Billy Harrison (Hon) on the first lap.

Riebschleager charged ahead three places on the second lap to take over the lead with a new model RM 125cc Suzuki between his legs. Walcott followed closely while four seconds back, Davis was battling Tello for third. Pulling away from everyone, slightly, on every lap, Riebschleager continued his lead, while Davis began moving toward the front and Tello began to fade.

Midway through the moto, Davis, within four seconds of second place, was making his way toward the leader. Tello pulled off the front straightaway; his eyes were filled with mud and his goggles dangled from his neck. Two laps later, Davis took second place from Walcott in a sandy wash in the back section. He lost it again a half-lap later when he went out of shape and too wide in a fast sweeper turn which allowed Walcott to dive in underneath him. After the moto, Davis complained that he'd lost the air out of one of his Fox shocks and the bike was slapping him all over the track. Tello came back into the moto, but was too far back to be much of a threat. Riebschleager won by nine seconds over Walcott, who had a big lead over third place Davis, who in turn was limping home with half of a rear suspension.

Suzuki mounted Steve Turner, of Cedar Park, Texas, had the next moto holeshot dialed in, but Keith Davis kept the power on longer and wound up tangling handlebars with Turner through the same line on the first turn to take the lead. Turner got bounced out of the groove, allowing Riebschleager and Walcott to drive past him. During the first lap, Walcott went down hard while in third. Although he appeared to be hurt, he shook it off and re-entered the race.

Meanwhile, Keith Davis, who was leading Weldon Reibschleager, had pulled away from the pack and a super race was on for the lead. At times Weldon crept next to Davis but Davis kept the advantage of the inside line and Weldon stayed in second place. It wasn't until mid-race that "Rip" got by Davis, who went every which way but loose in the sandwash, giving Weldon a three second edge from which Davis never recovered. Billy Harrison had fallen twice in the first moto but he brought his Honda from sixth place to third when the checkered flag was shown. Tello and Turner rounded out the top five. Riebschleager took first overall with a pair of wins and Davis earned second with his 3-2.

Joey Balcom, of San Antonio, danced to a pair of firsts on the long travel of a borrowed Husky in the combined 250/Open Intermediate class. Not only did Balcom win firsts in his Open class, but he won both overalls in the combined motos. Russell Chapman of Austin took home the 250cc Intermediate trophy with 3-1 finishes.

The 250/Open Expert combined class became the feature race of the day as Austin Pros, Steve Stackable and Ricky Blackwell tried to prove who is better. Blackwell rocketed a rapid red CR 250cc Honda into the lead off the start as Stackable rode far inside past riders who had beat him to the draw. Mike Kelly took the long way around the outside into third

A box-stock YZ 400 yields to Stackable's expertise at Sayers.

place off the start, while Chris Dublin and Russell Powers trailed. Blackwell kept the lead but Stackable stuck to his rear fender for almost half the moto and finally got by. The Blackwell/Stackable duo were so fast that they built a 35 second lead over the rest of the Experts in half a moto. Blackwell came off a jump one gear too high and blubbered the engine, allowing Stack to creep closer before Rick cleared it out.

Mike Kelly was riding a good race in third place until he began to fade on the fourth lap. He eventually pulled into the pits on the fifth lap for a DNF. Mike Walcott took over third, followed by Wade Woodall, Cris Dublin and M. Barry Ritchey. Stackable held on for the win by three seconds as Blackwell was slowed by lapped rider traffic. Walcott, Woodall, Ritchey and Dublin followed in third through sixth respectively, one and a half minutes behind Blackwell.

Stackable led the second moto from the start while Blackwell had trouble with a bad start, get-offs and traffic. After the start Stackable led the procession of Dublin, Woodall, Powers, Blackwell, Ritchey and Walcott. Blackwell wasn't happy that far back and he began a charge for Stackable, moving to third place on the first lap. He knew he had to get to Stack real fast before he got too much of a lead, so he was taking chances that really hurt him.

Blackwell went down trying to pass Dublin and he dropped to sixth place before getting back up. Once again Blackwell began a charge. This time he dove under third place rider Woodall, who killed his engine, giving Blackwell the pass. But Blackwell fell, coming out of the turn, and got up just in time for sixth place again. Woodall couldn't start his engine right off and he took over last place in disgust. By the time they came around on lap four, Blackwell had taken over second place but by this time, Stackable had a 27 second lead which Rick never overcame. The rest of the riders became spaced out and finished behind Stackable and Blackwell in the following order: Dublin (Yam), Russell Powers (Hon), Mike Walcott (Yam), and Dell Cooper (Hon). Stackable won first overall (1-1), Blackwell took second (2-2) and Walcott (3-5) took third.

Results

MINI JR: 1. Danny Storbeck (Suz); 2. Andy Bradshaw (Suz); 3. Lorne Cox (Yam); 4. Dusty Myers (Suz); 5. Paul Houston (Suz).

MINI SR: 1. Bryan Taylor (Yam); 2. Hard Luck Pitts (Kaw); 3. Chip McCall (Suz); 4. Todd Ricks (Suz); 5. Jeff Wahal (Kaw).

100cc: 1. Keith Simmons (Suz); 2. Berry Baumann (Yam); 3. Jeff Mills (Suz); 4. Eugene Byrd (Yam); 5. Randy Teague (Yam).

125 NOV: 1. Bobby Morris (Yam); 2. Terry Fowler (Suz); 3. Mark Moks (Suz); 4. Shad Parker (Hus); 5. Lynn McCelvey (Suz).

250 NOV: 1. Randy Mann (Hus); 2. William Rotzler (Hus); 3. Dan Sturdivant (Suz); 4. Glenn Duton (Suz); 5. Trey Hooker (Hus).

OVER 30 A: 1. Steve Foster (Hon); 2. David Parker (Yam); 3. Glenn Behnken (C-A); 4. Danny Atkins (Yam); 5. Fred Devan (Hus).

OVER 30 B: 1. Pat Copley (C-A); 2. Don Sietsma (C-A); 3. Marke Coker (Yam).

125 INT: 1. Paul Beach (Suz); 2. Steve Santos (Suz); 3. Mark Fisher (Yam); 4. Matt Taylor (Suz); 5. Mark Newman (Suz).

250 INT: 1. Russell Chapman (Yam); 2. Jeff Frazier (Hon); 3. Mark Taylor (Hon); 4. Mike Blatstraw (Hus); 5. David Hubbard (Hon).

OPEN INT: 1. Joey Balcom (Hus); 2. Kevin Horton (Suz); 3. David Wallace (Hus); 4. Mike Gilkey (Mai); 5. John Breidenbach (Mai).

KLUNKER: 1. Don Ryan (Hon); 2. Richard Morris (Suz); 3. Dave Adams (Yam); 4. David Chadwell.

125 EX: 1. Weldon Riebschleager (Suz); 2. Keith Davis (Hon); 3. Mike Walcott (Yam); 4. Billy Harrison (Hon).

250 + OPEN EX COMB: 1. Steve Stackable (Yam); 2. Rick Blackwell (Hon); 3. Mike Walcott (Yam); 4. Cris Dublin (Yam); 5. Wade Woodall (Yam).

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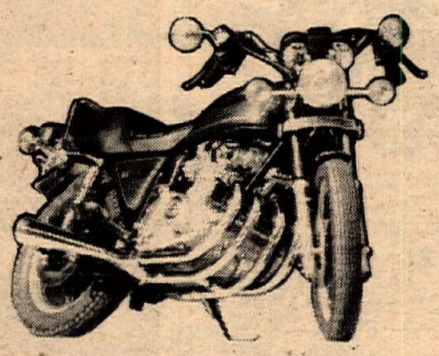

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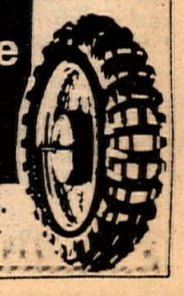

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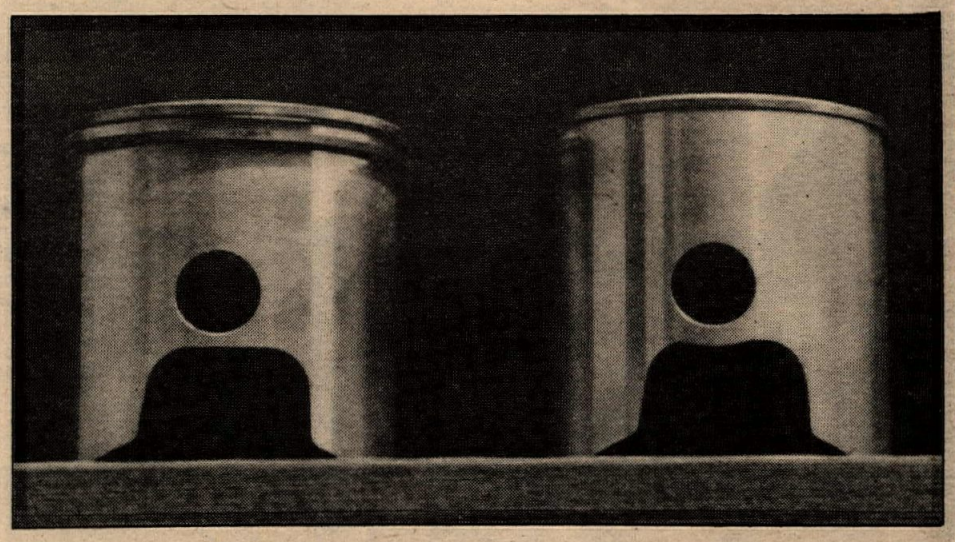
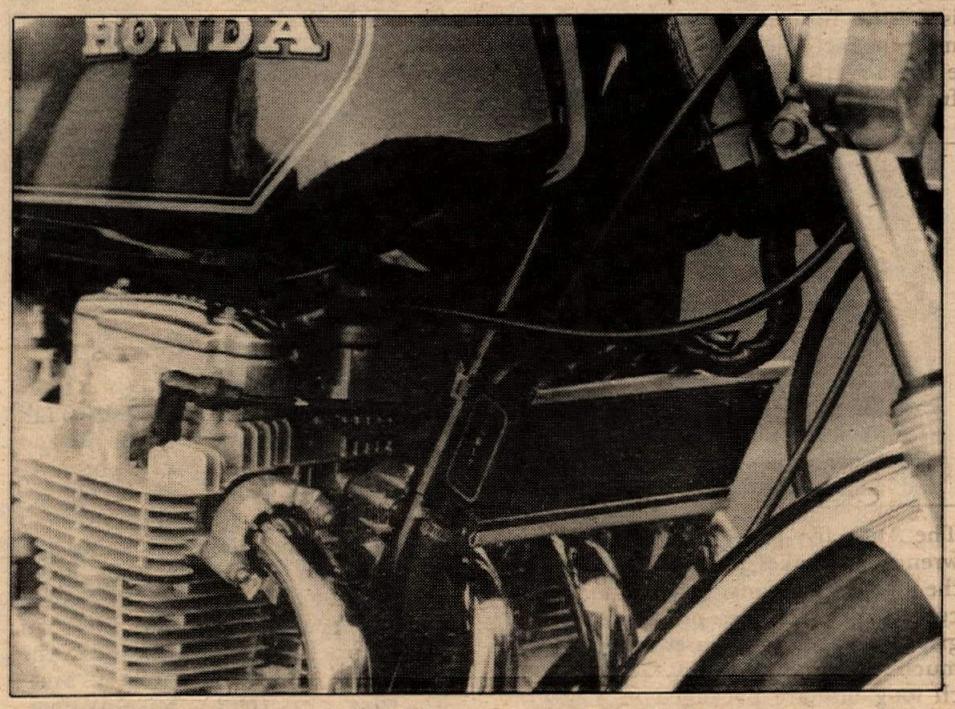
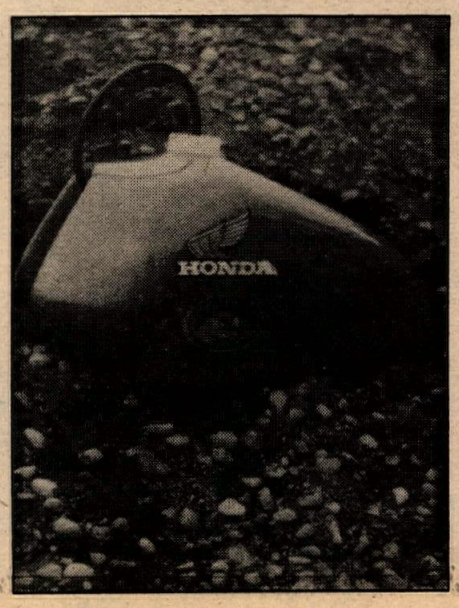


The "Midwest Madman" is at it again! Owners of early model 400cc Maicos can send to the frozen wastes of the Chicago area for a new Krause Racing piston that will update the German machine to single ring status. These new pistons offer reduced ring drag and a corresponding increase in throttle response and power. As seen in the accompanying photo, the wrist pin boss area has also been beefed up, and the transfer cutaway appears higher to provide greater transfer of fuel charge. The pistons are forged, German-made, and are provided complete with ring, wrist pin and clips. Price for the assembly is $64.95 and the pistons will retro-fit all 400 Maicos back to 1970 and are available in oversizes up to 1mm above standard. Order from Krause Racing, Dept. CN, 305 E. North Ave., Northlake, IL 60164, 312/344-2233.

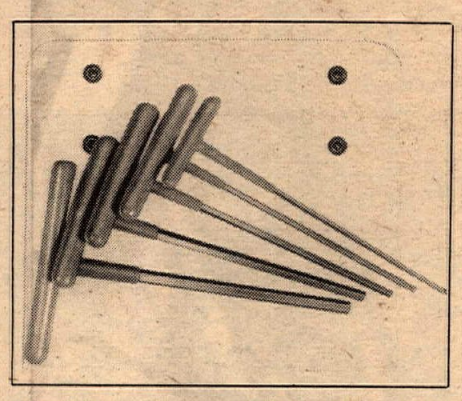


Honda CB650 owners can help their oil keep its cool with a new Derale oil cooler for Sochiro's hot-blooded new machine. The Derale oil cooler is full-flow and comes complete with everything necessary for easy installation. It features high-conductivity copper tubing with internal turbo-action centerlouvres (patent pending) to create turbulance in the oil for maximum heat transfer. The race track-tested CB650 cooler retails for only $51.50, and cooler kits are available for other popular models. Get more information from dealers or from Derale Oil Coolers, Dept. CN, 138 W. Gardena Blvd., Gardena, CA 90248, 213/532-5997.

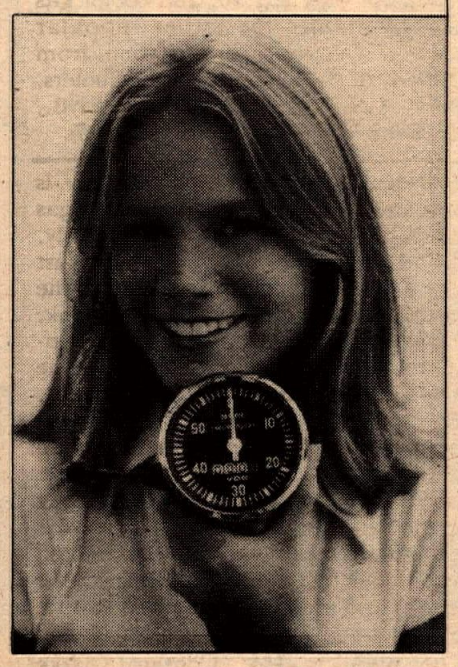


Everybody has to admit that there is one definite advantage plastic gas tanks have over metal ones. Namely, that the rockpile you crashed into last year will not haunt you forever in the form of a dinged and dented gas tank. Clarke Manufacturing has a two-gallon RC Type 2 Honda tank for the new CR 125 and 250 motocrossers. This tank features an O-ring sealed cap and provisions on each side for the standard flanged Honda petcock. The tank is mounted via rubber retaining straps and comes with a one-year guarantee. All tanks are constructed of Phillips crosslinkable polyethylene (huh?) and are available in red, white, blue, orange, yellow, silver and green. The price is $44. Contact Clarke Manufacturing, Dept. CN, Rt. 1, Box 576, Molino, OR 97042, 503/829-2156.

The Integral Nava 2 helmet features a breakthrough in face shield design; namely that the faster you go, the lower the face shield goes. This speed-control face shield is formed of super tough Lexan polycarbonate and is hinged to the helmet by a specially-designed and patented bayonet fastener. When a rider sets his motorcycle in motion, the face shield is in the horizontal position. At 35 mph the fact shield automatically lowers to a vertical position, but a full 1" from the plane of the helmet. When the rider hits 50 mph, the face shield snaps shut, completely flush within a recessed cavity surrounding the face opening of the helmet. Bravisimo! All Nava helmets available in the United States comply with Department of Transportation specifications FMV SS218/SFS/DS/SIS. Check out area dealers or write for further information to Fred E. Benoit, Palenske Advertising, Inc., Suite 633, 2975 Wilshire Blvd., Los Angeles, CA 90010. Retail price is around $90.



The Allen five-piece T-handle metric wrench set makes the perfect gift for the do-it-yourself mechanic. The large cushion grip handles provide ease in gripping to allow the user to apply as much torque as necessary. The six inch long bits are packaged in a vinyl pouch for ease in storing. See your favorite dealer or accessory shop for more information.



A new, more rugged VDO Enduro Racer is now on the market. Considered the ultimate in competition instruments, this time/distance gauge is used in conjunction with an accurate watch to help enduro riders maintain a steady average speed (usually 24 mph back east, God-only-knows in the SoCal desert) over a set distance. The VDO Enduro racer includes an odometer and side reset knob that can be run in tenths, forward or backward. The instrument has a night-lighted 3⅛" face. Further info on the $99.50 Enduro racer and other VDO-ARGO products is provided in a free brochure from VDO-ARGO Instruments, Inc., Dept. CN, 980 Brooke Rd., Winchester, VA 22061. Like their T-shirt sez, "Help spread VDO."

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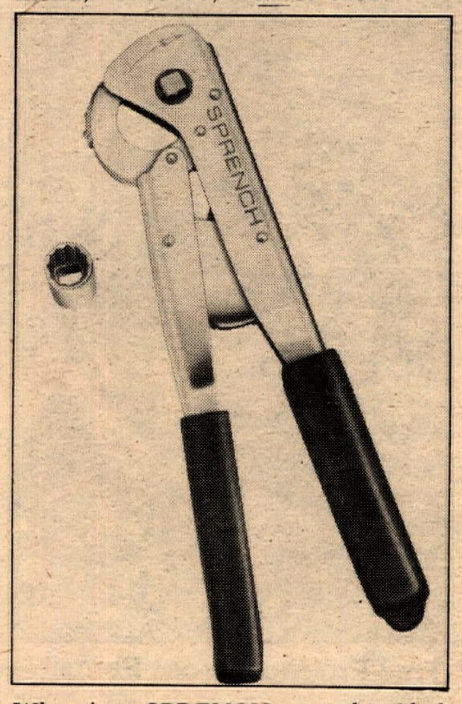

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Don't complain about the towel in the photo guys, 'cause if it wasn't there, we couldn't run the picture at all. The white and blue towel carries the Metzeler and Moto Race logos, and is suitable for drying up in any situation. This slick beauty measures 22x44" to handle even the largest jobs and the deep tread feature means you will have maximum grip even under the sweatiest conditions. The Metzeler towel, which retails for $4, is available from all dealers who carry the Moto Race line.

Some people can get the gas on even without a motorcycle. This lovely lass is demonstrating how to go the cafe route with a set of clip-ons from Target Products. The bars are produced from heli-arc welded 4130 chrome-moly tubing, are of standard (35mm) fork tube mount size, and are nine inches long, allowing even a hydraulic front brake master cylinder to be mounted. For more information drop Target a line at Dept. CN, 2724 West Main, Alahambra, CA 91801 and ask for a packet AK102. The clip-ons retail for $24.80 and are also available in matte black.

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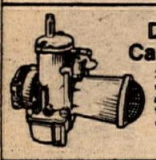

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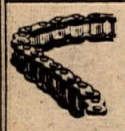

Regina Chain
A long lasting, precision made chain that is available in a variety of grades. Standard grade for replacement use, BC grade for trials and MX, ORO grade for superbikes. We also have the latest GP (superbike & road race) and HP (extra heavy side plates) chains from Regina. The finest chain you can buy costs even less than inferior chains!

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Product Evaluation

Trac-Pro Motocross Pants

By Brian George

There are so many different types of leathers, unleathers and nylon leathers on the market today that it really gets confusing when you're trying to decide which pair is right for you. Bates, JT, Malcolm Smith, Griffin, ABC, Bill Walters, Veras, TRIM and Trac-Pro all make a great set of pants, but some are better than others. The Trac-Pro Motocross Pants is one of those better pairs.

Trac-Pro combines tough, tear-resistant nylon with a soft, durable leather around the seat, knees and inside legs to make a light, comfortable pair of leathers. The lining is a vented nylon, sewn only at the top and bottom of the pants. This allows a more abundant airflow while in use, but creates a problem when slipping them on and off. It's really easy to put your bare foot through the mesh, or tear it out while you're stumbling around at five in the morning on Sunday.

Special attention was paid to the little things that can easily go wrong with motocross pants, like using velcro instead of zippers on the calf openings and hip pads, which make the Trac-Pro pants a step ahead of the competition. To hold them around your waist, a zipper, snap and buckle have to be fastened. A choice of two types of knee cups are available, the knee/shin guard or the stock knee cup only. Outside zippers open up on the knee to allow access to their compartments.

As for the looks of the Trac-Pro Motocross Pants, their color combinations of black/gold, blue/gold and red/gold are highlighted by the Trac-Pro logo on the right front thigh, the same logo on the rear, and the words Trac-Pro down the side of each leg in big blue letters accompanied by the Tibblin Racing Products logo above.

At only $98.95 retail, these motocross pants are by far the best, most comfortable pants available today with exception to none.

Rolf Tibblin Series II Motocross Gloves

By Brian George

When you first slip your hands into a pair of Rolf Tibblin's Series II Motocross Gloves, their extreme softness and comfort mislead you into thinking they cannot be very durable under harsh conditions. But after weeks of continuous use on and in the sunny SoCal sands, the Series II gloves proved to be one of the longest lasting products on the market. Aside from the usual scuffs and gouges taken out by numerous roosts, the high quality sheepskin leather withstood every element Mother Nature and a Metzeler 4.50 threw at it, from hard clay to gooey mud.

Tibblin's secret to the comfort of the Series II gloves is the material that goes into each pair. Softness can be credited to the sheepskin, but the comfort comes from their design. The cuts and stitching form nicely around the hand, and go unnoticed while your fingers are in action. A pre-cupped palm eliminates the usual break-in period of new gloves.

Protection is maximum for the hands and fingers, while a unique blister pad has been built inside the palm. Backpadding comes on all five fingers and is thick enough to fight off flying objects, yet soft enough to allow movement without interference.

The Rolf Tibblin Series II gloves retail for $23.95, and come in a selection of colors available at motorcycle shops carrying Trac-Pro and Tibblin Racing Products.

Tibblin Racing Products Helmet Visors

By Brian George

To fend off mud, rain, dirt, rocks and the blinding sun, Rolf Tibblin Racing Products, or Trac-Pro, has introduced their new helmet visors. Two styles are available sporting the Tibblin logo, the moto-peak and the bubble-type made famous by Roger D. While they both look real trick, the moto-peak has a bit of an edge in protection over the bubble.

Each style comes with a five-snap pattern, which is a plus for the rider. With the two extra snaps, included with the visor, you can be sure that the shade will still be there at the end of the race.

For $2.95 retail, they are a good, inexpensive investment that will improve your looks in red, blue, smoke, white and yellow.

Track Pro Pit Signal

By Brian George

Have you ever wanted to tell your buddy that Billy Bermshot was closing fast at the halfway point but couldn't get the message across in time for him to save the race? Well, the problem is over with the Trac-Pro Pit Signal Chalkboard. Now you can let him know everything that is going on around him.

The 17½" x 15½" Pit Signal Chalkboard features a spacious green writing slate which allows any size message to be broadcast easily, and the Trac-Pro logo stands out on back between handles cut at each end.

For $5.95 you too can have one of the pit signal boards and go to the races like the big boys do.

Trac-Pro Racing Jerseys

By Brian George

It's nice to have a jersey that is comfortable for both day and night racing, and the Rolf Tibblin/Track-Pro Racing Products' new racing jerseys are just that. There are two styles available, a vented nylon with solid knit shoulders and cuffs, or a 100% solid knit nylon jersey, and each allows easy air flow during the warmer weather, but still keep the upper body going when it's cold.

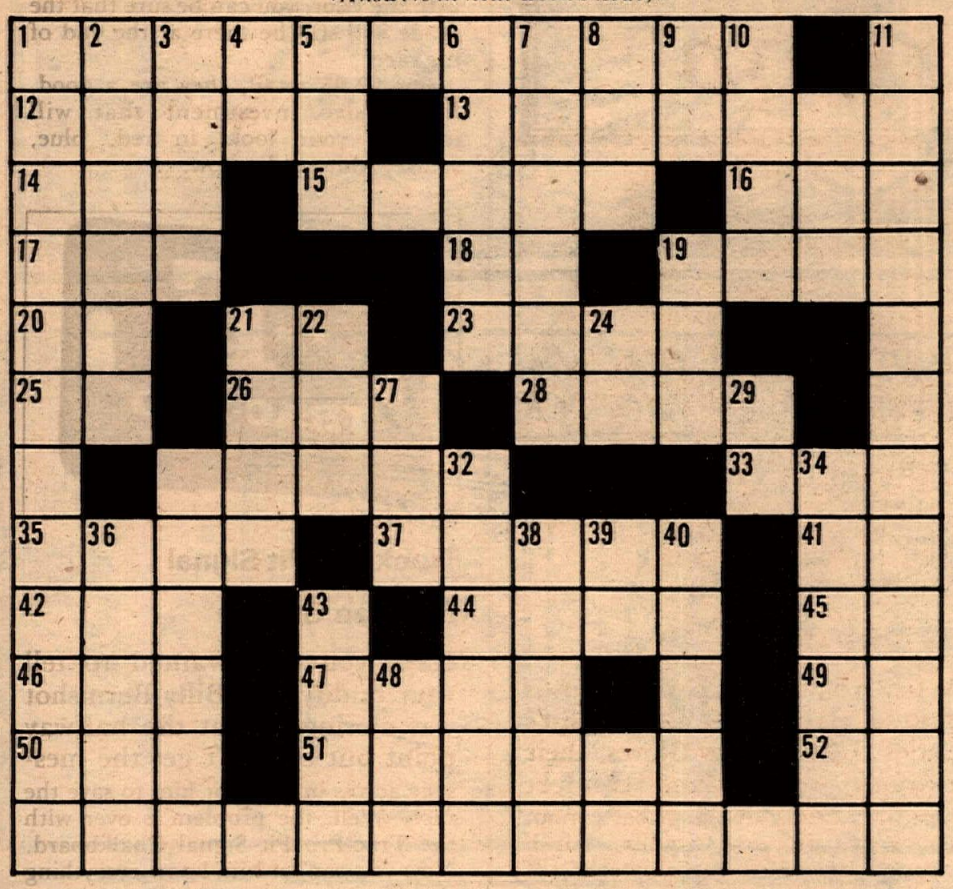
Color combinations on the Tibblin/Trac-Pro racing jerseys are really trick, with the Trac-Pro logo on front and the Tibblin Racing Products logo down each sleeve. For protection, the solid knit shoulders are light and comfortable, but lack the double-strength needed for hard getoffs. Elbow pads, on the other hand, are rather large, but the protection is there where you need it.

Trac-Pro retails their racing jerseys for $15.95, which is competitive with any jersey on the market, and if you'd like an all-weather shirt on your back, see one at your nearest dealer carrying Rolf Tibblin or Trac-Pro Racing Products. ●

Crossed–up Word Puzzle

CREATED BY DICK AINSWORTH

(Answers in next week's issue).

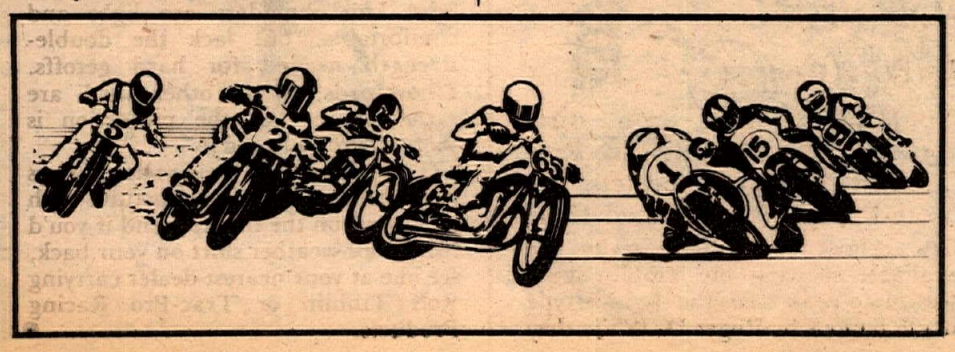


Sliding (across)

1. 1974 AMA Midwest Regional Junior Championship Series winner
12. Famous motorcycle mountain
13. Suzuki factory MXer
14. Extra Intense Yamaha (init.)
15. Won 1970 Kent road race national
16. Former National #73 Carlson.
17. Enduro instruments
18. "Covers all the nationals" (init.)
19. Motocrosser named Mike
20. Kretz or Fisher
21. What minors need to get a beer
23. Nicknamed "Peach" this former racer won Ascot 8-mile National in 1961
25. Former *Cycle News* editor's next job was AMA's PR man (init.)
26. Hill, Grossi or Winters
28. Past tense for "rust"!!!
31. Describes some referees and some woods riding.
33. Opens and closes valves
35. John or Mike
37. Bultaco or famous "dome"
41. Former National #46 from San Roman, CA (init.)
42. Their Trophy Team took 5th in 1978 ISDT
44. When it rains at a race you should put this over your bike
45. What race tracks needs to keep fans informed
46. 250cc scrambles and short track bike from the 50's and 60's
47. Hillclimbers go _____ the hill
49. "Latest Crasher" (init.)
50. Many mini-bikers' primary sponsor
51. Chet Dykgraff won the Springfield mile in 1946 and Dave Aldana won the 1973 Ascot TT on what brand
52. Oregon TT ace was National #57 in 1974 (init.)

Steep downhills (down)

1. In 1975 he was the AMA Pacific Regional Junior Championship Series winner riding Honda and Yamaha (2 words)
2. 6th in 1974 500cc MX Super Series standings
3. Famous flashlight battery, _____-_____-vac
4. "The name of the game _____ racing"
5. "New Kawasaki Meanie" (abbr.)
6. Your chain needs it
7. Jimmie O'Dell built a BSA Gold Star for this man to win the 1966 Elkhorn Half Mile National
8. Environmental Protection Turmoil (abbr.)
9. Enid, Oklahoma's initials
10. National Racing Sidecar Enterprises (abbr.)
11. Was 3rd best American finisher in 1978 ISDT (2 words)
19. British National Speedway (abbr.)
21. "If I want a sponsorship, then _____!" (2 words)
22. Sweet, Kudalski or Castro
24. Each (abbr.)
27. In the 1970 Trans-AMA standings the top three places were riding brand of motorcycle
29. This Texan makes XR750's go fast
31. Ozark enduro team (father & son), Gary & Rusty Rey _____
32. What Ethyl sulphate is to sulphuric acid
34. Harley tuner or "The Big _____"
36. Dick Mann, Mike Gerald and Robert E. Lee all won the Santa Fe Short Track National on this brand
38. A small fruit pie
39. Won Livonia Half Mile National in 1968 (init.)
40. Unlimited motor size is what class?
43. Pomeroy, Rall or Lamastus
48. Make highballs out of this liquid



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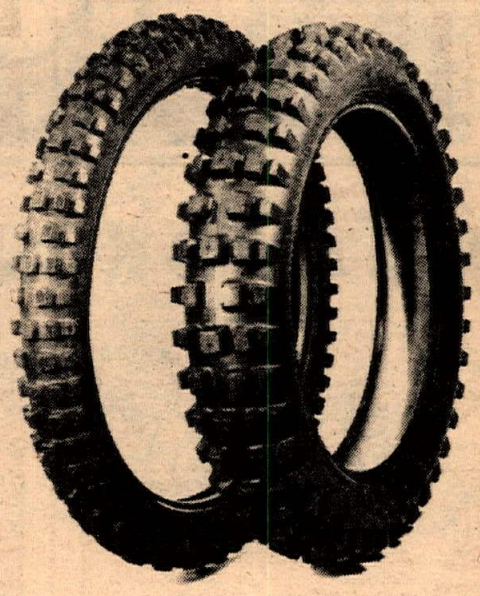

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5:00 x 17

3:00 x 21
4:00 x 18
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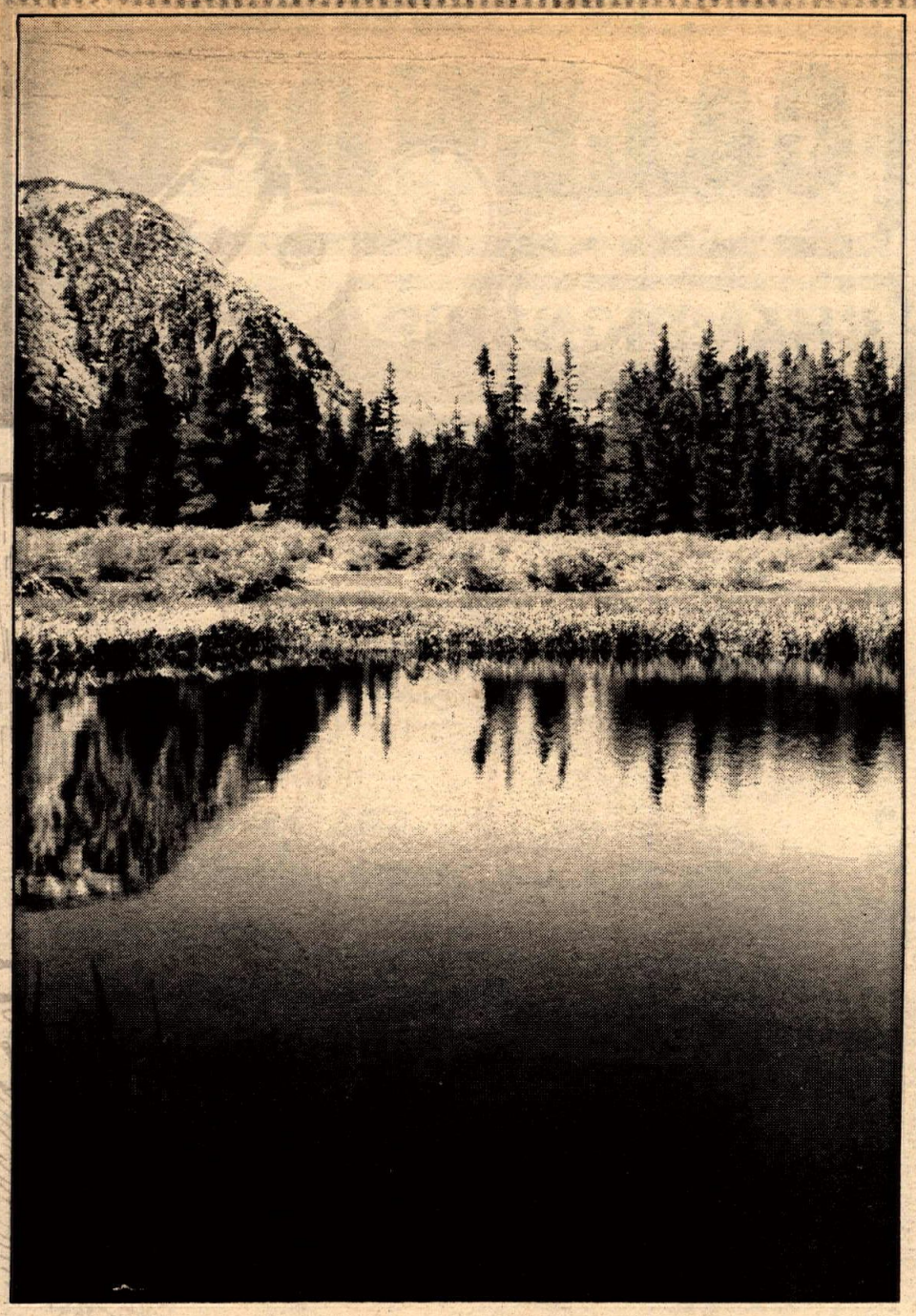
the continuing adventures of
Motocross Cat
© Tony Bell
THE KING KONG JUMP
AAAAAAAAAAAAAIIIIIIIIIIII.....EEEEEEEEEE
I HAVE AN IDEA THAT WILL REVOLUTIONIZE THE WORLD OF MOTOCROSS!
GIZMO BENTSHAFT INVENTOR
I WANT TO BUILD A MOTOCROSS SYNTHESIZER THAT DUPLICATES EVERY PHYSICAL MOVEMENT!
AH! SIMPLE! A FEW HYDRAULIC PARTS, A POWER SOURCE, AND A SIMPLE COMPUTER WILL DO IT!
GREAT! WITH THIS WE DUPLICATE ALL PARTS OF ALL MAJOR MOTOCROSS COURSES!
TURN HER ON
ZINGO
CRUNGE
THUI
WHAT PART OF WHAT COURSE WAS THAT SUPPOSED TO BE?
...THE KING KONG JUMP AT THE COLISEUM! WE SEEM TO NEED A BIGGER ROOM!
TONY BELL 6 FEB 79 W.G.



Unnamed lake inside the wilderness area is really beautiful.

Two miles high

(Continued from page 15)

of the highest roads in the entire are. The road up to Wheeler Ridge was built in 1939 to each some Tungsten claims out near Round Valley Peak. They say the claims were never mined. The other road out to the Wilderness sign was established during World War I to service the mines on Morgan Creek.

From the sign, the road dropped down to Rock Creek Lake, then up Little Lakes Valley, over Morgan Pass to the mines. They have since built a new paved road up Pine Creek, it's in the next major canyon to the south, through the hamlet of Rovana and on up Pine Canyon to the junction of Morgan and Pine Creeks. After this it is a private byway on up to the mines.

Once on top and looking east you can see a large lake down in the bowl. Dropping down the steep and very soft track you can pass the lake (no name and no fish) and continue to its east end. Take a hard look at this section before starting down. The dust was up to eight inches deep covering up some pretty weird rocks.

As you cross its occasional outlet the road forks. To the right, it heads north towards Round Valley Peak. We didn't take it as our time was getting short and the temperature was dropping. I'd guess at the top of the ridge it was near 40 degrees and going down. We took the left fork and continued east a short distance to a fantastic view of Round Valley. Off in the distance and 7,000 feet below there was a nice green spot on the brown desert called Bishop.

A new ORV map for the Inyo National Forest had just been published, and it was very helpful for planning this ride. I also used the regular Inyo Forest map along with a couple of USGS topo maps (Mt. Tom and Casa Diablo Mtn.).

Though only 20 miles long, it has to rate pretty high in my ride book. So, take an extra day off, drive a bit farther north and give this place a try. It would be a fine family ride. Several spots may give mother and the younger kids a problem, but if they have an enduro or two under their belt, it should be OK. Good old dad can always bail them out if it gets nasty.

You can camp and fish, but if you cross into the Wilderness Area you will need a permit. They are free and can be obtained at the Rock Creek Ranger Station near Tom's Place. All you need is basic backpacking equipment and a little food. All can be carried on the bikes or on your backs.

For a moment, I would like to digress a bit and climb on a small soapbox. I sometimes hear and read complaints that there is no place to ride. Bull. The riding possibilities in the Inyo National Forest are almost endless. Private land in general is a no-no, as is the Wilderness Area. But if you just use your head, obey the few signs, and do a little research, you can put a lot of fantastic miles on your old scooter. I always do a little checking both with the BLM and the Forest Service and obtain the latest maps. During the last five years I have never been told that I couldn't ride the area I wanted to explore. Now I'll get off my box. ●

RESULTS

1978 AFM Class Champions for 1978 By Larry Theobald

50 GP
1. Jewel Hendricks
2. Mario Caldato
3. Andy Osborn

100 GP
1. Greg Goodman
2. Mike McAvoy
3. Mal McCassy

125 GP
1. Fred Winters
2. Steve Sheftel
3. Bill Mullins

200 GP
1. Bill McGrill
2. Terry Nelson
3. Dave Wehrman

250 GP
1. Gen Liubinsky
2. Randy Mamola
3. Dave Garoutte

500 GP
1. Al Collins
2. Bill Brinckerhoff
3. Mike Ross

OPEN GP
1. Randy Mamola
2. Steve Mallonee
Bruce Hammer
4. Harry Klinzmann

125 PRODUCTION.
1. Kevin Kiel
2. Rich McClanahan
3. Wayne Kiba

200 PRODUCTION
1. John Chermak
2. John McClellan
3. A. J. Parks

250 PRODUCTION
1. Gordon Seim
2. John Chermak
3. Shura Lewton

410 PRODUCTION
1. Gen Liubimsky
2. Al Gingerelli
3. Marc Salvisberg

550 PRODUCTION
1. Larry Schultz
2. John Buddenbaum
3. Gary Broeder

750 PRODUCTION
1. Willi Scheffer
2. Francis Mazur
3. Bernd Koegler

OPEN PRODUCTION
1. Vance Breese
2. Syd Desoto
3. Whit Blakeslee

410 BOXSTOCK
1. Pat Eagan
2. Larry Theobald
3. Dan Diaz

675 BOXSTOCK
1. Ralph Hudson
2. Rich Oliver
3. Dennis Dolan

OPEN BOXSTOCK
1. Whit Blakeslee
2. Kurt Knollenberg
3. Francis Mazur

LIGHT SUPERSTREET
1. Danny Coe
2. Tom Chew
3. Nick Theroux

HEAVY SUPERSTREET
1. Kerry Bryant
2. Billy Addington
3. Pat Egan

SIDECAR (BY DRIVER(
1. Gary Gipe
2. Wayne Lougee
3. Vance Breese

NUMBER 1 PLATE
Fred Winters

C.A.T. White Tank trials Phoenix, AZ February 11, 1979

EXPERT	
1. Curt Comer	Mon
2. Tom Foy	Bul
3. Ron Benigar	Bul
4. Greg Howard	Mon
5. Pete Rudnier	Bul
6. Babe Sarver	Bul
7. Steve Bigler	Suz
8. Dan Williams	Bul
9. David Deweese	Bul
10. Ron Saum	SWM
11. Eric Eppard	Mon
12. Eric Schertz	Bul
AMATEUR	
1. Steve Dickson	OSSA
2. Chuck Galloway	Mon
3. Pual Goble	Bul
4. Kris Kircher	Bul
5. Harlan Young	Yam
NOVICE	
1. Tom Platt	Bul
2. Frank Suriano	Bul
3. Mark Allen	Bul
4. Tina Foy	Yam
5. Garth Sleater	Bul
6. Dave Leffeman	Yam
7. Steve Holdread	Hon
8. Tom Fox	Yam
9. Jim Logue	Suz
10. Ted Ockrassa	Yam
11. Suzi Saum	SWM
12. Kerry Dare	Bul
13. Ron Kinyon	Yam
SENIOR	
1. Howard Giemsoe	Yam
2. John Foy	Mon
SEMI-NOVICE	
1. George Naidl	Bul
2. Jerry Lopez	Yam
3. Craig Clausen	Hon
4. John Burt	Yam
5. Arlene Sarver	Yam
6. Lucy Williams	Yam
7. Patsy Giemsoe	Yam
8. Tom Thrash	Yam
9. Laurie Eppard	Yam
10. Norm Whinnere	Yam
11. Jim Burt	Yam
BEGINNER	
1. Gary Rogers	Bul
2. Lee Stallings	Suz
3. Bob Dander	OSSA
4. Ron Allen	Yam
5. Dennis Conrad	Yam
6. Bill Cosgrove	Bul
Ron Panton	Bul
7. John Williams	Bul
8. Mike Errigo	Hon
9. Dan Conrad	Yam
10. Joe Cortese	Yam
11. John Allen	Bul
12. Chuck Sweede	Pen
13. Scott Davies	Mon
JUNIOR	
1. Joey Naidl	Yam
2. John Tencer	Yam
3. Charles Naidl	Yam

Centralia Mudslingers Rough Scrambles Centralia, WA Feb. 18, 1978

MINI	
Dunlop	Suz
Diamond	Suz
Cordell	Yam
100cc	
Wichert	Suz
Cordell	Yam
Ensrud	Suz
125A	
Smith	Suz
Spuonen	Suz
Chamberlain	Suz
Hamilton	
125B	
Billingsley	
Harrod	
Stidham	
250A	
Dunlop	Suz
Norman	Suz
Powell	
250B	
English	
Norman	
Haycock	
OPEN A	
Fetterley	Suz
Dunlap	Suz
Spooner	Suz
OPEN B	
Sullivan	Yam
Young	
Bradford	

CMC/Suzuki Golden State Series Final Sportsman Point Standings Feb. 17, 1979

MINI EXPERT
R. Sands
G. Holland
A. Silhanek

MINI INTERMEDIATE
P. Galon
D. Berlin
T. Tetone

MINI JUNIOR
J. Blood
H. Erler
K. Morton

100cc INTERMEDIATE
M. Paulino
J. Berlin
D. Wright

100cc JUNIOR
R. Eide
C. Lewis
M. Rouss

125cc JUNIOR
S. Manning
J. Burnworth
C. Wallace

250cc JUNIOR
G. Apostolou
M. O'Neal
R. Neilson

500cc JUNIOR
T. Walker
J. Allen
K. Henze

125cc INTERMEDIATE
K. Hopkins
M. Sprenger
M. Holmes

250cc INTERMEDIATE
D. Anderson
M. Page
W. Christman

500cc INTERMEDIATE
S. Walker
C. Irigaray
G. Smith

CMCC Motocross Barona Oaks Racewy San Diego, CA Feb. 4, 1979 By Rod Eschenburg

SPECIAL 105cc MINI	
Bryon Antonacci	Yam R&D
Kenny Dunlap	Kaw
Danny Jones	Suz
EX STOCK MINI	
Kenny Dunlap	Kaw
Bryon Antonacci	Yam R&D
Danny Jones	Suz
EX MOD MINI	
Bryon Antonacci	Yam R&D
Danny Jones	Suz
Kenny Dunlap	Kaw
INT STOCK MINI (12-16)	
Scott Hewatt	Kaw
David Crowson	Suz
Chris Lance	Yam
INT MOD MINI (12-16)	
Scott Hewatt	Kaw
Taylor Marcell	Kaw
Randy Hansen	Suz
INT STOCK MINI (9-11)	
Charlie Sampson	Suz
Frankie Brundage	Suz
Thor Bjornestad	Sux
INT MOD MINI	
Frankie Brundage	Suz
Brad Johnson	Yam
Thor Bjornestad	Suz
NOV STOCK MINI (12-16)	
A.D. Pifer	Suz
Jon Faure	Kaw
Larry Butler	Suz
NOV MOD (12-16)	
Todd Hewatt	Yam
Jon Faure	Kaw
John Phillips	Kaw
NOV STOCK MINI (9-11)	
Mike Fisher	Kaw
Scott Zastrow	Suz
John Conney	Yam
NOV MOD MINI (9-11)	
Scott Zastrow	Suz
Loren Workman	Yam
Chris Morgart	Suz
JR CYCLE MOD (6-11)	
Tim Heath	Su
Charlie Sampson	Suz
Brad Johnson	Suz
JR CYCLE STOCK (9-11)	
Scott Zastrow	Suz
Charlie Sampson	Suz
Tim Heath	Suz
JR CYCLE STOCK (6-8)	
Steve Hale	Suz
Danny Hembree	Suz
Doug Heath	Suz
PEE WEES (0-6)	
Jamie Conney	Suz
Vince Wallace	Suz
Art Carrillo	Suz
INT 125cc STOCK MC	
Scott Hamilton	Yam
Jeff Almon	Suz
John Carter	Suz
INT 125cc MOD MC	
John Carter	Suz
Scott Hamilton	Yam
Brian Thomas	Yam

TROPHY PICKUP

Trophies for Invaders European scrambles available in desert. (9)

Desert Donkeys trophies available from their 1978 H&H, next 3 dez races and O.C.M.C. (213) 325-2684 & (213) 374-0923. (11)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

GREAT BEAR GRAND PRIX

Entries close Mar. 6

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√ CHILDREN UNDER 12 FREE √ NEW COURSE √ GREAT BEAR DECALS √ INDOOR PLUMBING
√ 2000 RIDERS EXPECTED √ ENTRY INCLUDES RIDER ADMISSION TO RACEWAY
√ Entries open January 24, 1979 and close March 6, 1979 Starting position determined by postmark.
√ Spectators – $5.00 per person (includes overnight camping). RIR open noon Friday, March 30 1979.
√ Waterproofing recommended. Motorcycles must be impounded prior to race.

SATURDAY
9:00 START
100 - CLASSIFIED, ALL
125 - CLASSIFIED, ALL
175 - CLASSIFIED, ALL
WOMEN CLASS, ALL

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
19538 MARKSTAY ST.
ROWLAND HGTS., CA 91748
PHONE: (714) 595-2454

SATURDAY
1:00 START
100 TO OPEN — SPORTSMEN (ALL)

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
235 N. MALENA DRIVE
ORANGE, CA 92669
PHONE: (714) 771-0206

SUNDAY
9:00 START
250 - BEG, NOV, SR.
500 - BEG, NOV, SR.
OPEN - BEG, NOV, SR.

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
16532 MARIE LANE
HUNTINGTON BEACH, CA 92669
PHONE: (714) 847-4459

SUNDAY
1:00 START
250 - EXP, JR, SR.
500 - EXP, JR, SR.
OPEN - EXP, JR, SR.
SIDE HACK'S

MAIL ENTRY TO:
GREAT BEAR GRAND PRIX
12831 MALENA
SANTA ANA, CA 92705
PHONE: (714) 633-2728

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

WESTERN
UNITED STATES CHAMPIONSHIP

DO NOT WRITE IN THIS SPACE
G.P. No.

DISTRICT 37-38 CLASSIFICATION		FOR DISTRICT 37-38 POINTS ONLY
BEGINNER		DISTRICT 37 NO. _____
NOVICE		DISTRICT 38 NO. _____
JUNIOR		DIVISION _____
EXPERT		CHECK ___ MX D S WD SV
OTHER*		CLUB _____

*IF YOU DO NOT HAVE A CURRENT DISTRICT 37-38 CARD, ATTACH COPY OF CLASSIFICATION FROM OTHER ORGANIZATION.

Mail Entry $20.00 a rider – Post Entry $35.00
(Includes $1.00 for District 37 - 38 Legal Defense Fund)

ENTRY MUST BE ACCOMPANIED BY 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES, PHOTOCOPY OF RIDER CLASSIFICATION, AND AMA CARD. (Please Print Clearly)

Name _____ Address _____ Age _____
City _____ State _____ Zip _____ Phone _____
Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37/38 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.
(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice / Beginner class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19 _____

If entrant is under 18 and does not have a current District 37 - 38 Card indicating notorized consent is on file, Parent or Guardian must sign here acknowledging his or her notorized consent to the terms of entry and have NOTARIZED CONSENT attached to entry.

NOTICE – THE BELOW INFORMATION TO BE USED BY RESCUE FORCES ONLY.

G.P. No.

RIDER'S NAME _____ AGE _____
STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____
PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____
RELATIONSHIP _____ YOUR BLOOD TYPE _____
YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

WESTERN UNITED STATES CHAMPIONSHIP

BIGGEST MOTORCYCLE EVENT OF THE SEASON!!

WESTERN UNITED STATES CHAMPIONSHIP !!!

PRESENTED BY ORANGE COUNTY MOTORCYCLE CLUB

IT'S BACK!!

The ELSINORE GRAND PRIX SRA of 'On Any Sunday' Fame

Overnite Camping and a Live Band Saturday Nite!!! Come on Out!!

Post entry $12.00
Gate $3.00
under 12 $1.00
Practice 8:00 am — 200 — Open
8:30 am — 0-200

Race 9:15 am — 250-Open
10:30 am — 0-80
11:45 am — 200-250
1:00 pm — Seniors (+35)
2:15 pm — 81 — 200

for info call SRA: 714-828-1358

Elsinore Raceway: on Hwy. 71 at Lagonia St. between Main St. and Railroad Cyn. Rd. 714-674-6246

RACING WORLD ESCAPE COUNTRY

OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Special Saturday Rates
Racing Schedule

March 4 — CRC Motocross

RIDE WITH THE FAST ONES

For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events CALL

RACERS Hot Line

DISTRICT 37 COMPETITION RIDER AMA

Mar. 11—Jack Rabbits Scrambles
Mar. 11—Invaders Hare & Hound
Mar. 18—Maywood Hare Scrambles
Mar. 18—Dirt Diggers Enduro
Mar. 18—Lightweights Scrambles

Don't Forget!
Speedway — March 3
Santa Ana Stadium

Speedway!
Speedway!
Speedway!

International riders raid SoCal!

Full coverage next week.

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

3/11	RR/Daytona Beach, FL
4/14	M/Sacramento, CA
5/6	Mile/San Jose, CA
5/12	HM/Gardena, CA
5/19	HM/Topeka, KS
5/26	HM/Laurel, MD
6/2	HM/Louisville, KY
6/10	HM/Middletown, NY
6/17	RR/Loudon, NH
6/22	TT/Santa Fe, IL
6/24	HM/Columbus, OH
7/7	TT/Castle Rock, WA
7/15	RR/Sears Point, CA
7/21	TT/Gardena, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Santa Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

3/3	Atlanta, GA
3/10	Daytona, FL
3/16-17	Houston, TX
4/28-29	Pontiac, MI
6/2	New Orleans, LA
7/6-7	Pittsburg, PA
7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

3/25	125/250cc MX Sacramento, CA
4/1	125/250cc MX Orange, CA
4/8	125/250cc MX Phoenix, AZ
4/22	125/250cc MX Omaha, NB
5/13	250/500cc MX Mt. Morris, PA
5/20	250/500cc MX Southwick, MA
5/27	250/500cc MX Atlanta, GA
6/17	250/500cc MX Sears Point, CA
6/24	250/500cc MX St. Peters, MO
7/1	250/500cc MX Buchanan, MI
8/5	125/500cc MX Escoheag, RI
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

3/4	Stone Mtn. Nat'l Georgia Crackers MC Georgia
3/25	100 mi. Nat'l No. Virginia Trail Riders Virginia
4/1	Curly Fern Nat'l S. Jersey Enduro Riders New Jersey
4/29	Little Raccoon Classic Appalachian Dirt Riders Ohio
5/27	Little Burr Nat'l Enduro Riders Assoc. Ohio
8/12	100 mi. Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

3/11	100 mi. Nat'l Dusty Wheels M.C. Louisiana
3/18	100 mi. Nat'l Tulsa Trail Riders Oklahoma
4/8	125 mi. Nat'l Post Enduro Assoc. Texas
5/8	Burr Oak Nat'l Mid-West Nat. Enduro Riders Illinois
6/3	Lame Duck Nat'l Mid-State Trail Riders Michigan
6/24	100 mi. Nat'l Straight Arrow Enduro Riders Minnesota
8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

2/18	150 mi. Nat'l Chaparrals M.C. California
5/13	100 mi. Nat'l Redwood Scramblers M.C. California
6/3	Tuff'e Nuff Nat'l California
10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

AMA 2-Day ISDT Qualifiers

3/17-18	Knoxville, TN
4/21-22	California City, CA
5/12-13	Maplesville, AL
5/19-20	Rose City, MI
6/9-10	McMinnville, OR
6/16-17	Bellingham, WA

FIM/AMA International Events

6/10	500cc USGP Carlsbad, CA
7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-AMA

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	TBA
10/21	Sonoma, CA
10/28	TBA

125cc World Championship Motocross

4/8	Austria
4/15	West Germany
5/13	Holland
5/20	Italy
6/10	Finland
6/17	Czechoslovakia
6/24	Yugoslavia
7/1	Switzerland
7/8	France
7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

4/7-8	Spain
4/22	Holland
4/29	Italy
5/6	Belgium
5/20	Yugoslavia
5/27	Czechoslovakia
6/10	Poland
6/17	France
7/1	W. Germany
7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

4/22	Austria
4/29	France
5/13	Sweden
5/27	Italy
6/10	USA
6/17	Canada
6/24	W. Germany
7/1	Britain
7/8	Switzerland
7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

2/25	Belgium
3/4	Holland
3/11	Spain
3/18	France
6/10	Canada
6/17	USA
7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International Six Days Trial

9/10-15	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

6/2-8	Isle of Man TT
8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

3/18	Venezuela
4/29	Austria
5/6	W. Germany
5/13	Italy
5/20	Spain
6/17	Yugoslovia
6/23	Holland
7/1	Belgium
7/22	Sweden
7/29	Finland
8/12	England
8/18	Czechoslovakia
9/2	France

World Championship F750 Road Racing

4/1	Italy
4/22	England
5/27	France
7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/9	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

4/22	Holland
4/29	France
5/20	Belgium
6/17	W. Germany
6/24	Italy
7/8	Spain
9/30	England

AMA/NATC Nat'l Trials

5/19	New York
5/20	Pennsylvania
5/26	Indiana
6/17	Colorado (also FIM World round)
6/23	Texas (San Antonio)
6/24	Texas (Dallas)
8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

3/23-24-25	Mexicali 250 Mexicali, Baja, CA
6/8-9-10	Baja Internacional Baja, CA
8/24-25-26	Off-Road World Championships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

AMA D-37 1979 Event Schedule

2/25	Brush Busters	HH
2/25	Gripsters	S
3/10	Jack Rabbits	S
3/11	Invaders	HH

3/18	Maywood	HS
3/18	Dirt Diggers	E
3/18	Lightweights	S
3/25	Desert Squirrels	HS
3/31	OCMC	GP
4/1	OCMC	GP
4/8	Rovers	HH
4/8	Lightweights	S
4/14	Viewfinders	HS
4/14	End Does	E
4/21-22	Shamrocks	Q
4/29	Prospectors	HH
4/29	Gripsters	S
5/13	Badgers	HH
5/13	Lightweights	S
5/19-20	Pasadena MC	E
5/20	Desert Foxes	HH
5/20	End Does	MX
5/27	Master Links	HH
6/2-3	Viewfinders	GP
6/10	Desert Daiseys	HS
6/10	UEA	E
6/16-17	Desert Vipers	DES
6/24	Buzzards	HS
7/8	Desert Donkeys	HS
7/15	SGVMC	ES
7/29	Shamrock	ES
8/4-5	Hilltoppers	GP
8/19	Four Aces	ES
8/25	Gripsters	S
8/26	Antelope Ramblers	ES
9/1-2	Dirt Diggers	GP
9/9	Stump Jumpers	HH
9/16	Dusters	HH
9/23	Shamrock	HH
9/30	100's MC	HH
10/6-7	Desert Vipers	GP
10/7	Double XX	E
10/14	Checkers	HH
10/21	Jack Rabbits	S
10/28	Desert MC	HH
11/3-4	Checkpoint	E
11/4	Dirt Diggers	MX
11/11	Huntington Beach MC	HH
11/11	Anaheim Hi Siders	MX
11/18	Desert Knights	HH
11/24	SGVMC	HH
12/1-2	Maywood MC	GP
12/1-2	CEA	E
12/9	Jack Rabbits	HH
12/9	Gripsters	S
12/16	Hilltoppers	ES

MX	Motocross
HH	Hare & Hound
S	Scrambles
HS	Hare Scrambles
GP	Grand Prix
E	Enduro
ES	European Scrambles
Q	Qualifier
DES	Dual Euro Scrams

CMC 1979 Motocross Schedule California

2/25*	Carlsbad Raceway
MARCH	
3/4*	Saddleback Park
3/11	Carlsbad Raceway
3/18	Saddleback Park
3/25*	Carlsbad Raceway
APRIL	
4/1*	Saddleback Park
4/8	Carlsbad Raceway
4/15	Saddleback Park
4/22*	Carlsbad Raceway
4/29	Saddleback Park
MAY	
5/6*	Saddleback Park
5/13	Carlsbad Raceway
5/20	Saddleback Park
5/27*	Carlsbad Raceway
JUNE	
6/3*	Saddleback Park
6/10	Carlsbad Raceway
6/17	Saddleback Park
6/24*	Carlsbad Raceway
JULY	
7/1*	Saddleback Park
7/8	Carlsbad Raceway
7/15	Saddleback Park
7/22*	Carlsbad Raceway
7/29	Saddleback Park
AUGUST	
8/5*	Saddleback Park
8/12	Carlsbad Raceway
8/19	Saddleback Park
8/26*	Carlsbad Raceway
SEPTEMBER	
9/2*	Saddleback Park
9/9	Carlsbad Raceway
9/16	Saddleback Park
9/23*	Carlsbad Raceway
9/30	Saddleback Park
OCTOBER	
10/7*	Saddleback Park
10/14	Carlsbad Raceway
10/21	Saddleback Park
10/28*	Carlsbad Raceway
NOVEMBER	
11/4*	Saddleback Park
11/11	Carlsbad Raceway
11/18	Saddleback Park
11/25*	Carlsbad Raceway
DECEMBER	
12/2*	Saddleback Park
12/9	Carlsbad Raceway
12/16	Saddleback Park
12/23*	Carlsbad Raceway
12/30	Saddleback Park

* Points Races for Pros

California CRC Desert Schedule 1979

3/4	Outlaw GP	Riverside
3/18	Boothill HS	Rand
4/8	Dr. Pepper GP	Racing World
4/22	Pucker Bunny HS	Lucerne
5/6	Dunestown GP	Indian Dunes
5/20	Bandito HS	Rand
6/2-3	Cal City GP	Cal City
8/26	Tom Cat ES	Red Mtn.
9/9	Wild Hare	Cal City
9/23	Jackass Team Race	Lucerne
10/7	Golden Bear H & H	Cal City
10/21	Desert Spook HS	Barstow
11/4	Rosarito GP	Baja
11/18	Wild Turkey HS	Rand
12/2	Reindeer HS	Lucerne

California CRC 1979 Enduro Schedule

3/11	Gringo	Baja
4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne
11/11	Iron Horse	Red Mtn.
12/9	Santa Claus	Lucerne

Regularly Scheduled Events

Thursday

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All clases. 100% p.b., 30% trophies. Entry $7.50, $13.50 Pro. 503/285-6635.

Friday

CALIFORNIA

AMA NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 4:00 p.m., prac. 6:15, race 7. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MX
Orange County International Raceway, Irvine, CA. All classes. Cash purse all Pro classes. Trophies awarded Sportsman classes. $10 entry. No gate charge. Gates open 5:00 p.m., prac. 6, race 7:30 p.m. For info: 714/557-3323, 552-5511.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places. Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am., $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy. on Hwy. 74, off Ellis Ave., ¼ mi. East side, Perris, CA. Cancelled till March. Gates open 5 p.m., prac. 6, race 7:30 p.m. All classes beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy., Corona, CA. H-91 & Buchanan. Races alternate each week between Flat Track/TT and ATC/Odysseys. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex., $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sprtsmn 3 motso. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m., Free camping, prac. 8:30, race 9:30 a.m. 714/635-5840. 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

1st & 3rd Sundays

CALIFORNIA

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

March 2

AMA INDOOR SHORT TRACK
Ever green Fairgrounds, Monroe, WA, NE of Seattle. Mini thru 500cc A & B classes. Trophies. Entry $5. Shoreline Lions Club, Bob Henry, 1105 — 180 St., S.W., Lynwood, WA 98036. 206/745-8030.

CMC NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. All classes. $750 Pro purse, prizes & gift certificates to Jr/Int classes. $10 entry. No gate charge. Gates open 5 p.m., prac. 6, race 7:30 p.m. 714/557-3323, 552-5511.

March 3

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

AMA CLASS A SPEEDWAY
Santa Ana Stadium, corner of Flower & Civic Center Drive, Santa Ana, CA. Season opener starts at 8:00 p.m. Free programs, free parking, scratch races, handicap races. 714/529-1832.

* MARCH 11, 1979
* FAMILY ENDURO
* ROSARITO BEACH BAJA, MEXICO
* 20% TROPHIES
* CRC POINTS
* 2 LOOPS
* START 9 A.M.
* INFO (714) 689-6114 (days)

This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles. Only 17 miles from border.

'C' riders under 16 years old, mini's and women go one loop. All others go 2 loops.

	CRC Member	Non-Member
Mail Entry	$17	$20
Post Entry	$22	$25

DEFINITIONS:
Buddy-Up — 2 Riders on one Bike, 2nd Rider goes one loop only.
'A' Rider — 8 or more Enduro Trophies
'B' Rider — 4 - 7 Enduro Trophies
'C' Rider — 3 or less Enduro Trophies
Woman A — 5 or more Enduro Trophies
Woman B — 4 or less Enduro Trophies

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB
7601 Arlington Avenue — Riverside, California 92503

Name ____ Phone ____ Age ____
Address ____ City ____ State ____ Zip ____
Make of Motorcycle ____ Check if you are a CRC Member ☐
Name of Event ____ Date ____ Club or Sponsor ____
Bike Size (circle one) 0-80cc 81-100 101-125 126-200cc 201-250cc 251-open
Skill Level (circle one) A B C Woman A Woman B
Teams (circle one) 2 Man 3 Man Husband/Wife Parent/Child Buddy-up
Name of Team Members ____
(2 & 3 Man teams add $1.00 per rider)
Signed ____ Date ____
(Minors under 18 must have their parents sign below)
Parents Signature ____ Date ____
(Must be witnessed or notarized)
Witness or Notary Seal ____

DE ANZA CYCLE PARK presents
$1500.00 Pro Purse — Plus
100% Trophies to all Sportsmen
March 11, 1979
Pro payback: 1st $200, 2nd $100, 3rd $70
4th $50, 5th $35, 6th $25, 7th $20
Member pro $20.00 Sportsman $8.00 non-members add $2.00
All pee wee's $7.00 Membership not required
Gate opens 6:30, sign-up 7:30, practice 8:30, race 9:30. If rained out event will be re-scheduled for March 18, 1979. Free overnight camping — Clean family park — pay gate fees on Saturday, stay thru Sunday free — Natural Motocross Track.
714-653-4558

Cycle News Want Ads
If you've got the goods,
we've got the connections

March 18
Dirt Diggers
Red Garter Enduro
Ballinger Canyon
Los Padres Nat. Forest
All Classes — marked from Hwy. 33 & 166
Rider Limit — 500 (Get your entries in)
Course — approx. 100 miles 2 loops
Everyone goes all the way
Spark Arrestors mandatory
Drawing Mar. 7
Entries open now —
mail entries close Mar. 4
Entry Fee — $13.25 — mail with entry form and 2 legal size S.A.S.E. to: DDMC, 4601 W. Imperial Hwy., Inglewood, CA 90304
info: 213-673-0306

CRC PRESENTS

Sunday, March 4
Riverside Int'l. Raceway
Post entry $20.00
info: 714-689-6114 days

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
info: 714-495-4771

INTERNATIONAL

WORLD CHAMPIONS CHALLENGE U.S. TEAM

1976 World Champion
Peter Collins - England

1975 World Champion
Anders Michanek - Sweden

Autralasian Champion
Larry Ross - New Zealand

British Champion
John Louis - England

British Champion
Malcolm Simmons - England

5 Time World Champion
Ivan Mauger - New Zealand

6 Time U.S. Champion
Mike Bast - Van Nuys

American & European Favorite
Bruce Penhall - Balboa

SPEEDWAY RACING

U.S. versus WORLD
5 SPECTACULAR DAYS OF RACING

COSTA MESA	SAN BERDO	VENTURA	ASCOT
Friday	Sunday	Saturday	Thursday
March 2, 1979	March 4, 1979	March 10, 1979	March 8 - ¼ Mile March 15 - ½ Mile
8:00 P.M.	2:00 P.M.	8:00 P.M.	8:00 P.M.

Tickets Available At Ticketron

For Further Information Call (714) 492-9933

V.O.T.E. St. Patrick
Two Day Trial
March 24 & 25
Texas Cyn.
All classes, finisher pins, trophies
Women & kids 100%
Mail entry $12, Post $15
start time by drawing
riders meeting 8:30
for further info see calendar

Caution at first is better than tears at last

CRC
213-830-7519

Motocross Race Schedule

Mar. 4—Indian Duens
Mar. 4—Racing World
Mar. 11—Saddleback
Mar. 18—Indian Dunes
Mar. 18—Racing World
Membership Required

Can Rocket Rex raze Atlanta?

Atlanta Supercross coverage in next week's *Cycle News!*

March 4

AMA GRAND PRIX
Prairie City OHV Park, Sacramento, CA. Hwy. 50 North to Prairie City Rd. All classes welcome. Entry fee $13. Polka Dots MC, 4555 Auburn Blvd., Suite 21, Sacramento, CA. 916/961-4044.

MOTOCROSS
Medford MX Park, Medford, OR. Table Rock Rd. to Kirkland Rd. Mini thru Open classes. Entry $8 Sptsmn., $12 Pros. 100% p.b. Prac. 8-9/30 a.m., race 10 a.m. 503/664-2863, 664-5794.

AME MOTOCROSS
Spillway Park, Hwy. 101 to Broadway exit in Santa Maria, CA. Mini thru Open + Vets. 100% p.b. Entry $8/$12 Pros. Concession, free camping, $3000 rider med. 3292 Ferndale Dr., Santa Maria, CA 93454. 805/937-6171.

PATHFINDERS AVENAL EURO SCRAMS
Sander's Park, approx. 3 mi. from Avenal, CA. Limed from I-5. All class[illegible] rain or shine. 100% [illegible] brass. O/N camp[illegible] [illegible]re entry $10 mail, post $12. Pre-entry closes 12 p.m., 3/3/79. Each race approx. 1 hr. Riders meeting 9:00 a.m. Mail entry to: Pathfinders MC, 4307 E. Indianapolis Ave., Fresno, CA 93726. 209/264-9819, 224-0739.

Postponed till March 25

AMXA MOTOCROSS
Canyon Raceway, 99th Ave. & Carefree Hwy., Phoenix, AZ. Gate opens 6:30 a.m., registration starts at 6:30, prac. 7:30, first moto 8:30 a.m. For info: 602/264-7265.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sportsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

CRC OUTLAW GRAND PRIX
Riverside International Raceway, Riverside, CA. Entry open now! Each class races 45 min. Registration open Sat. 2-7 p.m., Sun. 6:00 a.m.-2:30 p.m. Prac. 8-8:30 a.m.; 0-200cc 9-9:45; OTHG 10-10:45; 250cc 11-11:45; 12-12:30 prac; Sr. & Jr. Sr. 1-1:45; Open 2-2:45; Unclassified 3-3:45 p.m. Mail $16 & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. Post entry $20. Entry inc. free gate pass. Info: 714/689-6114.

D-36 SCRAMBLES
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5 take Stuhr exit. All classes inc. minis. Entry $5. 408/463-0548.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m., sign up 7-7:45, prac. 8, race 9. Entry Ex. $15, Spts. $10. Spec. $3. 80% Ex. p.b., 30% spts. Race rain or shine. 415/634-3328, 634-1667.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

ITA FRENCH TRIALS
Saddleback Park, Orange, CA. Sign up 7:30 a.m., starts 10:00. ATA memb. $7, non-memb. $9. 3 loops. Ex. 20 sect., Am. 17 sect., Nov & SRA 15 sect., Beg & Sr. B 13 sect., 1st time Beg. & Kids 13 sect. For info: 714/879-0570.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license required. Post entry only. $9 Sptsmn, $13 Pros. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% trophies. Entry $7 Mini, Beg., Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course 714/581-6400.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Memb. available at track, $3 extra non-members. Gates open 7 a.m., prac. 8-9, race 9:30. 714/541-9439.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AMA NATIONAL CHAMPION SHIP QUALIFIER HILLCLIMB
Mineral Wells, TX. Take I-20 W out of Ft. Worth, exit N on FM 113 to Millsap-at Millsap-FM 3028, W approx. 3 mi. Riders will compete for an invitation to the National in Prestonburg, KY. AMA qualifying Sptsmn entry $7 per bike. Non AMA classes entry $3 per bike. Hill approx 400 ft. high. Climb starts at noon. Sign up 9-11 a.m., all classes, dead man switch req. all bikes. Texas Hillclimbers Assoc., 2211 Trinidad, Dallas, TX 75232. 214/339-1238, 330-1624.

CMC/SIR WINTER SERIES OF MX
Seattle International Raceway, Kent, WA. Gate open 7:30 a.m., sign up & tech 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Amateurs $8, Pros $13, Pee-Wees $5. Watch for $3.50. 5 foot series trophies. CMC lic. req. 206/631-1550.

AMA AMATEUR MOTOCROSS
Castle Rock, WA. Race starts 11:00 a.m. 100• Pro p.b. For info: Mt. St. Helens MC 206/274-8700, 274-4836.

DRAG HILL CLIMB
DeAnza Cycle Park, 10 mi. E of Riverside, CA on Hwy. 60, take Theodore off-ramp. $1100 cash purse. Rain date April 1, 1979. Silencers req. Sign up 7-9 am. Minis + Stock & Modified classes thru 500cc — trophies only. 650/650 mod/750 Open classes — cash purse. 714/653-5840 eves; 653-7979 wknds.

MOTOCROSS
Crossup Raceway, Bend, OR. 7 mi. N of Bend. Entry $6/$10. 100% Pro p.b., 40% brass. 100% brass for mini-mini. 503/382-7751, 389-1098.

CMC MOTOCROSS
Sacramento Raceway, Sacramento, CA. Turn off Hwy. 50 at Bradshaw, go south, turn L on Jackson Hwy., turn L on Excelisor. All classes + 50cc, Minis, Vets & OT, PP. Sportsmen, $13, Pros $18. $15 p.b. O/N camping. No Name Promotions MX, P.O. Box 579, Elk Grove, CA 95624. 916/682-3838, 381-0760.

AME/KAWASAKI SPRING NATIONAL MINI MX SERIES
Sprockets Park, Bakersfield, CA. Prize drawing will be at last race of series. This is a 4 race series for minis, 100cc & 125cc. Mail entry $8 pee-wees, $12 for reg. classes. $10 per class for 2 or more classes. $15 post entry. AME lic. req. Free T-shirt to all entrants at this event. For info: 213/881-5778.

MRA MOTOCROSS
Medford, Oregon. Table Rock Rd. to Kirkland Rd., follow signs. All classes. Entry $12. 100% Pro p.b. Any Pro rider traveling over 199 mi. gets entry fee back if he does not win. MRA, P.O. Box 1471, Medford, OR.97501. 503/664-2863, 664-5497.

AME MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., sign up 7, prac. 8, race 9:00. Entry $9/$13 post only. Pros 2-40 min. motos. Sptsmn 2-30 min. motos. 30% trophies, p.b. to Pros. AME lic.. req. Med. cov. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

March 7

COCA COLA HIGH SCHOOL MX
Speedway 117, San Diego, CA. I-805 or I-5 South from Chula Vista, take Jct. 117, go E 5½ mi. across from Brown Field Airport. For further info: Speedway 117, P.O. Box 995, Chula Vista, CA 92012. 714/420-7414.

March 8

U.S. vs WORLD
INTERNATIONAL SPEEDWAY
Ascot Park, Gardena, CA. 18300 S. Vermont Ave., 20-events on ¼ mi. clay track. Gates open 6 p.m., race 8:00. Race day adm. Adults $7, kids 9-12 yrs. $3.50, under 9 yrs. free. Info: 213/321-5323; 323-5055.

March 10

SHORT TRACK
Triple M Speedway, 1598 Simpson Lane, Marysville, CA 95901. 80/100/125 Stock classes, Sportsman classes 80-750cc, entry $6 & $3 2nd bike. Money classes, 125/250/350/500/750cc, entry $5, $3 pit fee if race money class only. Pay back min. $5 per bike in class. Gates open 5 p.m., prac. 6-7:30, race 8 p.m. 916/742-5022 on race day; 916/788-1953.

AMA SATURDAY MX
Marysville, CA under The "E" Street (Hwy. 70) bridge. Take Hwy. 70 to North Beale Rd., off over Levee onShad Rd. (one blk W of Honda of Marysville). Prac. 7/45 a.m., race 9 a.m. Race rain or shine. Sheltered pits, free camping. Hangtown start gate, National MC Patrol. Entry. $10/$15 + $3 Pros. 916/695-2727. 695-2088.

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

March 11

SRA GRAND PRIX
Elsinore Raceway, Elsinore, CA. Off Hwy. 71 at Lugonia. Post entry $12, gate fee $3, under 12 yrs. $1. 20% brass, finisher pins. O/N camping OK. SRA memb. req. Prac. 8 a.m., race 9:15 a.m. 714/828-1358.

JACK RABBITS TT SCRAMBLES
Perris Raceway, Perris, CA. All classes, Beg. thru Ex. Gates open 7 a.m., prac. 8, race 9. For info, call Dick. 213/631-6733.

CMC/SIR WINTER SERIES OF MX
Seattle International Raceway, Kent, WA. Gate opens 7:30 a.m., sign up & tech 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Amateurs $8, Pros $13, Pee-Wees $5. Watch for $3.50. 5 foot series trophies. CMC lic. req. 206/631-1550.

AMA AMATEUR MOTOCROSS
Castle Rock, WA. Race starts 11:00 a.m. 100% Pro p.b. For info: Mt. St. Helens MC. 206/274-8700, 274-4836.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC GRINGO FAMILY ENDURO
Rosarito Beach, Baja, Mexico. C riders under 16 yrs, minis & women go 1 loop, all others go 2 loops. Entry $17 mail (non CRC memb. $20), post entry $22, non-members $25. CRC pts., starts 9 a.m. 2 SASE to CRC. 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

D-36 HARE SCRAMBLES
Hollister Hills ORV State Park, Hollister, CA. All classes, 125, 250, Open OT, Vets. Entry $12. One race, all classes, staggered start. Sign up 8:30-10:30 a.m., race at 11:00. Finisher pins. Los Gatos MC, PO Box 802, Los Gatos, CA 95030. 408/268-8643, 408/353-3065.

AME/KAWASAKI SPRING NATIONAL MINI MX SERIES
Indian Dunes, Valencia, CA. Prize drawing will be at last race of series. Second race of 4 race series. Mail entry $8 pee-wees; $12 for regular classes; $10 per class for 2 or more classes. $15 post entry. AME lic. req. For info: 213/881-5778.

RESCHEDULED QUICKSILVER ENDURO
Clear Creek, CA (New Idria), 38 mi. E of King City off Hwy. 25. Entries open Dec. 4, 1978. Entry $12 per rider, $3 extra per three man team. Spk. arr., mufflers, license or off-road stickie req. Start & finish near Picacho Store on Old Coalinga Rd. Course is approx. 80-90 mi. of dirt riding. First rider out at 8:01 a.m. Classes A, B, & C Old Timers. AMA cd. req. For info: Salinas Rambler MC, c/o Dane Askins, 422 Shelley Way, Salinas, CA 93901. 408/422-8248 after 6 p.m., or 408/422-3232. POST ENTRY STILL AVAILABLE.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy. 113. Post entry only. $10/$7 Sptsmn. 30% brass. All Pro classes 100% p.b. of $15 + $2 park fee. Rider insurance. 350 riders max. Gen adm. $3, kids 6-12 $1. 916/678-3592.

OSBERVED TRIALS
Four Corners, Barona, CA. San Vicente Rd S from Ramona to San Diego Country Estates, L on Ramona Rd., R on Abajo, L on Pappas, R on Rainbird, follow ribbons. All classes inc. women & kids. Trophies/awards same day. Entry $6/$1 discount on presentation of current MC membership. Watch free. Beg/Nov school 9-10 a.m. Start 10:30 a.m. 714/452-0259.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All Sptsmn classes. Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

D-38 HARE SCRAMBLES
Superstition Mtn., Imperial Valley, CA. I-8 to Dunaway Rd., follow arrows. All classes. Entry $9. Dirt Riders, 1775 E. Westinghouse, San Diego, CA 92114. 714/279-4030.

MOTOCROSS
Crossup Raceway, Bend, OR. 7 mi. N of Bend. Entry $6/$10. 100% Pro p.b., 40% brass, 100% brass to mini-mini. Amen/s Training Stables, 5th High Point Series Race. For info: 503/382-7751, 389-1098.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m., sign up 7-7:45, prac. 8, race 9. Entry Ex. $15, Spts. $10. Spec. $3. 80% Ex. p.b., 30% spts. Race rain or shine. 415/634-3328, 634-1667.

AMA AMATEUR/SEMI PRO MX
Kiamichi Raceway, Broken Bow, Oklahoma. 6 mi. E on U.S. 70, follow signs. Nov/Am entry $7. Ex. $12. 100% p.b. Kiamichi Raceway, Rt. 1, Box 216A, Broken Bow, OK 74728. 405/584-6876 days; 405/584-2939 eves.

D-37 HARE & HOUND
Red Mtn., CA. Hwy. 395 to Trona Rd. All classes + side-hacks. Easy first loop for Beginners. For info: Dick Burley 213/567-7736.

AMA SCRAMBLES
Pioneer Arena, 9600 Pioneer, Oakdale, CA. S off Hwy 120. All classes + minis. Entry $5.50. Watch $3. Jerry Griffith, 209/847-5558.

C.A.T. MICA MINE TRIALS
Mica Mine, off Hwy. 80 in Arizona. Call for location instructions. Excellent camping area. Sign in 8:00 a.m. Start 8:30 a.m., Am & Ex. 1:00. Entry $6, CAT & SATA $4, Beg & Jr. $4 & $2. Watch free. Muff. & spk arr. req. For info: Tom Fox 602/992-6168.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME lic. req. Post entry only $9/$13. Gates open 7, prac. 8, race 9:00 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

March 14

CMC NIGHT MOTOCROSS
Speedway 117, San Diego, CA. I-805 or I-5 South from Chula Vista, take Jct. 117, go E., 5½ mi. across from Brown Field Airport. All classes inc. Pros 30% brass for Sptsmn., entry $10. Pros $15. Gates open 5 p.m., sign up till 6:30, race 7:30 p.m. CMC lic. req. 714/420-7414

March 15

U.S. vs WORLD INTERNATIONAL SPEEDWAY
Long Track ½ mi. championship. Ascot Park, 18300 Vermont Ave., Gardena, CA. 20-events. First race 8 p.m. Gates open 6. Race day adm. Adults $7, kids 9-12 yrs. $3.50, under 9 free. Tickets also avail. at Ticketron. 213/321-5323; 323-5055.

March 17-18

CMC NORTHWEST DEALERS TEAM RACE
Seattle International Raceway, Kent, WA. 7 mi. off I-5 on Hwy. 18. 3 motos for all classes. Total purse $3500. ($1250 dealers/$2250 riders). Entry Am $12/$15; Pros $20/$25. All classes inc. PP, OT, etc. 6th Annual Rainier Int'l Dealers Challenge. 2 days, Ama Sat. & Sun. Pros Sun. only. P.O. Box 71, Kent, CA 98031. 206/631-1550.

March 17

SHORT TRACK
Triple M Speedway, 1598 Simpson Lane, Marysville, CA 95901. 80/100/125 Stock classes, Sportsman classes 80-750cc, entry $6 & $3 2nd bike. Money classes, 125/250/350/500/750cc, entry $5, $3 pit fee if race money class only. Pay back min. $5 per bike in class. Gates open 5 p.m., prac. 6-7:30, race 8 p.m. 916/742-5022 on race day; 916/788-1953.

INDOOR SHORT TRACK
Jackson County Expo, Central Point, Medford, OR. Exit 32 off I-5. Gates open 5:30 p.m., prac. 6:30, race 8:00. Class C tires, sil. req. Special money race. For info: 503/535-4850, 535-1221.

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

March 18

RED GARTER ENDURO
Ballinger Canyon, Los Padres National Forest, CA. Marked from Hwy. 33 & 166. All classes. Rider limit 500 max. Course approx. 100 mi, 2 loops. Everyone goes all the way. Spark arrestors mandatory. Suggested enduro street legal. Entry closes Mar. 4. Mail $13.25, entry & SASE to DDMC, 4601 W. Imperial Hwy., Inglewood, CA 90304. For info: 213/673-0306.

AMA SCRAMBLES
Pioneer Arena, 9600 Pioneer, Oakdale, CA S. off Hwy. 120. All classes + minis. Entry $5.50. Watch $3. Jerry Griffith, 209/847-5558.

AME MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., sign up 7, prac. 8, race 9:00. Entry $9/$13 post only. Pros 2-40 min. motos. Sptsmn 2-30 min. motos. 30% trophies, p.b. to Pros. AME lic. req. Med. cov. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME/KAWASAKI SPRING NATIONAL MINI MX SERIES
Carlsbad Raceway, Carlsbad, CA. Prize drawing will be at last race of series. 3rd race of 4 race series. Mail entry $8 pee-wees, $12 for reg. classes, $10 per class for 2 or more classes. $15 post entry. AME lic. req. For info: 213/881-5778.

MRA MOTOCROSS
Medford, Oregon. Table Rock Rd. to Kirkland Rd., follow signs. All classes. Entry $12. 100% Pro p.b. Any Pro rider traveling over 199 mi. gets entry fee back if he does not win. MRA, P.O. Box 1471, Medford, OR 97501.. 503/664-2863, 664-5497.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% Trophies. Entry 17 Mini, Beg, Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course. 714/581-6400.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AMA AMATEUR MOTOCROSS
Castle Rock, WA. Race starts 11:00 a.m. 100% Pro p.b. For info: Mt. St. Helens MC 206/274-8700, 274-4836.

FREE LISTING CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date ______ Event sanction ______ Event type ______

Location ______

How to get there ______

Classes ______ Purse ______ Entry fee ______

Mailing address ______

Other info ______

Your name ______ Phone number for info ______

A.M.E. AMERICAN MOTO-CROSS ENTERPRISES INC. SANCTIONED

Kawasaki
SPRING NATIONALS!
MOTOCROSS SERIES
A 4-RACE SERIES FOR MINIS, 100's and 125's

WIN THIS KX-80!

March 11th March 25th

Prizes and Awards to riders from:

Suzuki of Ventura
CH PERFORMANCE PRODUCTS
G LEATHER by Garibaldi's Inc. Apparel and Accessories
SUZUKI SPORTS CENTER OXNARD, CA.
ITALJET
HALLMAN RACING
YAMAHA of THOUSAND OAKS
SIMI VALLEY YAMAHA MAICO
MONARCH MOTORCYCLE ACCESSORIES
OMO & SON MOTORCYCLE SALES & SERVICE
OXNARD MO-PED CITY SALES, SERVICE & PARTS MOTO-X ACCESSORIES
SY KLOPS CYCLE PARTS
WHATABURGER.
JD ENGINEERING

Entry Forms and Discount Race Entries are available from:

West Cycles - Newhall - 805-255-1335
Cycles Unlimited - Bakersfield - 805-327-2031
Kawasaki Central - Oxnard - 805-486-6303
Thrillseekers Kawasaki - 1000 Oaks - 805-497-0735
Kurt's Kawasaki - Simi - 805-522-0264
Kawasaki San Luis Obispo - 805-541-1741
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Sprockets Park
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presents
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WANT ADS

Help Wanted

Service Mgr.
Working Mgr. — only top mechs. need apply — Paid insurance & holidays. WHEELSMITH MOTORCYCLES (714) 751-0680. (10)

Parts position available
Opening available for parts and accessories dept. Assit. mgr., must have Har-Dev experience and be willing to learn Honda & Yamaha. Xlnt. company benefits. This is a golden opportunity for the right person. Send resume and salary requirements to LOS ANGELES HARLEY-DAVIDSON, 2531 S. Main St., Los Angeles, CA 90007. (TFN)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Yamaha mechanic
Experience, steady work. Commission or hour rate. YAMAHA OF REDLANDS, 833 W. Colton, Redlands, CA 92373. (714) 793-2473. (9)

Central Oregon
For sale, Honda motorcycle and power products franchise, retail sales, and fully equipped repair shop. Serious inquiries only (503) 447-5881. (11)

*****Kawasaki mechanic*****
J & S CYCLE CENTER, Waco, Texas. (817) 753-4942. (8)

Speed shop mechanic
To work with northwest leading MX and accessories shop. Must be experienced in development of motocross racing. Paid vacations & holidays. Salary open. Send resume and work experience to CYCLE LAND, INC., 4303 N. Meridian St., Puyallup, Washington 98371. (8)

Man Friday
With good general knowledge of motorcycles. To learn all parts of motorcycle business. Will train the right person. Benefits. Call Doug or Wally at (213) 564-5666. SO-LYN HONDA-SUZUKI, 9735 Long Beach Blvd., South Gate, CA 90280. (9)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Auto Partsperson
Import experience with Honda car & cycle parts preferred. Great opportunity for right person. L.A.X. area. Contact Bill Paine (213) 649-2440 or (213) 776-7055. (3/TFN)

Suzuki mechanic
Experienced preferred, modern air-conditioned service area, permanent year round position. Excellent benefits. Looking for man with high goals and positive attitude. Send resume to: TABERS CYCLE SALES, INC., 1320 Blackhawk Road, Moline, IL 61265. ATTN: Wayne Taber. (309) 762-2429. (8)

Honda/Husqvarna partsman
Now accepting applications for experienced parts personnel. Call Lakewood Honda-Husqvarna, Bill Mallman (213) 860-1354. (5/TFN)

Parts/Salesperson
Kawasaki, CZ, and Vespa dealership in L.A. south bay area seeks exp. sales/partsperson or will train. Call Rob SOUTH BAY MOTORCYCLES, 2001 Artesia Blvd., Redondo Beach, CA 90278, 213/379-1083. (8)

Suzuki mechanic $$$
GS exp. required for leading shop with good pay and benefit program. Orange County location. Call Jim 213/691-3273. (8)

RACER 1

Product Development Technician
With creative imagination to develop exhaust systems and related chrome accessories for motorcycles. Must be experienced with basic power and hand tools. Permanent position for the right person to join leading manufacturer in expansion. Contact Ms. Walthard (213) 287-9656. (8)

Assistant Manager
Motorcycle accessory store specializing in high performance street accessories. San Fernando Valley. Sales exp. helpful. Call Mr. Hayner at (213) 873-6100. (9)

Yamaha mechanic
Established central California dealership, has opening for an experienced full line mechanic. Two through four strokes. Year around work. 9-6 Tues thru Sat. 209/466-2996 Jim or Pete Sr. (9)

Parts & Accessories Mgr.
Need hard worker and salesman to run accessories and parts dept. Suzuki exp. preferred, good pay and benefits for the right individual. Located N. San Diego County on coast. Contact Jack Hall, OCEANSIDE SUZUKI (714) 433-5464. (6/TFN)

Pipe Builder
Experienced custom pipe builder — knowledgeable in pipe design, excellent pay & benefits. WHEELSMITH ENG. (714) 751-0680. (10)

Exp. salesman wanted
Good earning potential for person who can take charge. (213) 635-8058. (9)

RACER 1

Procurement
Experience in working with vendors for maintaining quality control, pricing, contacting and locating new sources. Leading manufacturer in motorcycle aftermarket. Basic knowledge of motorcycles/automotive purchasing helpful. Contact Ms. Walthard (213) 287-9656. (8)

Salespersons —
Part-time work that earns extra $ and fits your racing schedule. For appointment, call (213) 390-2818. (9)

Assistant Service Manager
I have my service writer. Now I need an experienced assistant. Must know customer & mechanic management as well as proper way to write RD's to get the most out and maintain good customer relations. Salary plus commission. BILL KRAUSE SPORTCYCLES. Honda, Yamaha, Kawasaki. Ask for Jim. (213) 671-0405 or (213) 674-5311. (10)

Honda mechanic
Experience necessary. Call Gene at (213) 788-2251, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (11)

Mechanic
Kawasaki, CZ, and Vespa dealership in L.A. south bay area has opening for mechanic. Call Chenda at 213/379-3344 SOUTH BAY MOTORCYCLES, 2001 Artesia Blvd., Redondo Beach, CA 90278 (8)

Parts counter person
Exp'd only, full or part-time. Base + commission * bonus 213/671-7609 or 213/678-5035. (9)

Yamaha parts salesperson
3 yrs. exp. Must be able to SELL, SELL and more SELL. Contact Dave at CITY CYCLE CENTER (213) 861-6217. (8)

Motorcycle mechanic wanted
2 & 4 stroke experience necessary. Pay commensurates with experience. Good benefits. Central Calif. (209) 251-8209. (9)

3 positions available
1 of Southern California's largest Honda motorcycle dealer is expanding once again. We need an experienced partsman and service manager capable of handling a high volume service dept. and a F&I specialist experienced in motorcycle or auto. Excellent company benefits. Contact Allen at (714) 983-0695 or (213) 331-7115 or send resume to ONTARIO HONDA, 931 W. Holt Ave., Ontario, CA 91761. (8/TFN)

Service Manager
Honda and Triumph dealer has immediate opening for well qualified person. Call Gene (213) 788-2251, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (11)

Har-Dav. mechanic needed
A professional mechanic is needed to relocate to Northwestern Washington. Send qualifications to SKAGIT HARLEY-DAVIDSON, 1253-A Christensen Rd., Anacortes, Washington 98221 or call (206) 293-2217. (8)

Parts Counter Sales
Parts Sales person — full time. WHEELSMITH M/C (714) 751-0680. (10)

Motorcycle mechanic
Experienced mechanic, top pay & fringe benefits, East Bay area, send resume or apply in person. Kawasaki of Dublin, 6743 Dublin Blvd., Dublin, CA 94566 (9)

MC salesperson, exp. only
Sell 3 top brands, Harley-Davidson, Honda, and Yamaha. Guaranteed salary + commissions. Excellent company benefits. See or write DICK HUTCHINS at 2531 S. Main St., Los Angeles, CA 90007. (8/TFN)

Tired of L.A. area?
Northern California's largest multi-brand dealership is looking for mechanics of high caliber. Contact Rick Whiteacre of HONDA-KAWASAKI-SUZUKI OF SACRAMENTO. (916) 482-7870. (8)

Route salesman
Motorcycle parts distributor. $600 fixed salary + commission. Unlimited income opportunity. Must be bondable and have good driving record. (213) 532-6893. (8)

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NEAR WILLOW SPRINGS Dist. 37. Suzuki-Moped, business, bldg., & inventory. Yr. around racing, beautiful Antelope Valley near new proposed Inter-Continental airport. (805) 942-8885. (9)

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Left over 1976, 1977, 1978s must go. All new. Delivery possible. 60 day warranty. 1979 models in stock. FREEDOM HUSQVARNA/KAWASAKI (816) 747-9722. (11)

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78 250E Yamaha
Brand new, must sell, $1,000, many extras. (213) 866-5804. (8)

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My excellent TT 500 Yam; 1976 with frame modification for fine handling, for your good, clean 700 or 750 Moto Guzzi — will sell $875. 415/757-4386 (8)

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Forged 82cc piston kit, racing cam, 22 carb, K&N cleaner, D.G. pipe, CDI, Layed down S&W shocks, Up Tite chain tensioner, $375/best offer. 714/527-6443. (8)

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Raced twice, $850. 714/593-7164. (8)

75 Can-Am 250 MX-2
Fast, reliable, excellent condition. Proto Up-pipe; Qualifier gas tank. Box stock. $700/best offer. Evenings 213/965-1441 (8)

77 KTM 400
Almost new, great shape, too old to handle it. $1000 (213) 869-3262 (8)

'79, 250 Maico Mag II
Like new, 2 months new. Wheelsmith porting & clutch mod. Ridden very little. $2,400 invested. Sacrifice for $1650. Eves. (714) 849-6175. (8)

'76, 400 IT, $700. White Bros. mono, floating rear brake, K&N's. '76 MX 125 YAMAHA, $550, xlnt. cond., low miles. Cooper frame — flat track, $150. (714) 839-1368. (8)

'74 Triumph 500 Single
Clean, big bore kit, 8" Betors, gas Girlings, extra gas tank, front and rear wheels and more. $700.00 or best. (714) 522-7489. (8)

'76 YZC 125
Xlnt. cond., 520 kit, mono mod, No. 1 fork kit, new Sun rims, other extras. $300 or best offer. After 5:00 (805) 765-6138. (8)

'77 Yamaha IT250—only $875
Excellent condition. Looks almost like new. Even YAMAHA letters still all on tank. Better hurry — should sell quick! (209) 562-3003. (8)

Triumph Chopper '66 TT
Bolt on hard tail, ex. forks, runs. Chrome isn't too hot. Complete bike, has '79 tags. $600.00/best offer. Wayne 1-(714) 963-3219. (8)

'78, 250YZE, '77 YZ125D
Both excellent cond., Metzelers, Terry fork kit + mono-mod, blueprinted on 125, White Bros. forks, 11" (F&R) travel on '78, 250. $625.00 and $1150 O.B.O. Denny 1-(213) 370-0311. (8)

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Excellent condition — $175.00. (213) 394-4523. (8)

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Morris mags, Hunt discs, Fontana calipers. It's light! 239 lbs. Must see to appreciate. Only $1950. Call Robert (415) 841-9131 or (415) 524-8555. (8)

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2 bikes, either engine, one stock, one C&S frame, Simons & Works Performance suspension. Both machines A-1 shape. (415) 820-6000 days, (415) 820-2546 evenings. (8)

'78 Honda CR250R
Fox Air shocks, Metzelers, other extras, xlnt. condition. $1500 or best. (213) 360-7989. (9)

'76 CZ 250
Falta Replica — good condition, $350. — After 6:00 (213) 378-3797. (8)

FOR SALE: '78 Maico mag. 250, works shocks, alum. silencer, + spares & tools. Also '74 KAW G5 100cc, '73 HONDA 500-4. Call for prices, may deliver. (213) 538-9567. (8)

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Fox fork kit, Metzeler, Phase II filter, Pro-tec rollers, fork skins, etc. Excellent condition, $875.00. (213) 941-4346. (8)

Speedway bike
Jawa 500 2-valve, Dellorto carb, new mag., fast & good shape. Must sell, $875 best-offer. (213) 353-6484. (8)

1977 Honda XR75
Like new, excellent condition. Very low miles. $400.00 or best offer. Must sell!! (213) 787-6490 or (213) 530-7450. (9)

'69, 405 HUSKY, big tank, many extras, $265.00. (213) 768-1058 days & eves. (8)

'79 YZ125F
Ridden three times, 11" travel front & rear. Owned by White Bros. mechanic, $1100.00. Also Fox Airshox, 17 in., $230.00. (714) 633-0597. (8)

RM 125C '78, girl ridden
Exc. cond., 6 rides — ported — Metzelers — filter — spare parts — reliable — $800. Debbie (714) 542-2861 after 4. (8)

'78 Yamaha YZ250 E
New, never raced, skins, skid-plate, immaculate, $1195.00 — offer. (714) 245-2405. (8)

RE5 Rotary
OK guys, this is it. I'm selling my RE. K-81, Michelin, S&W airs, BMW bars, Lesters and it's got low mileage. It sucks gas, but boy, does it handle. $1,000.00 or offer. Ask for Scott (213) 538-2822 days. (8)

Smart racers use pit flags!
Avoid squids tripping through your pits! Available in red or blue & white. 30' lengths only $4.95 shipping included. Write: Schmitt Power Products, 16906 Bonnie Sean, Springs, TX 77379 or call 713/376-9795 (8)

1977 KTM 250
Excellent cond — $595.00 8:00-5:30 213/567-7736 (9)

1978 RM250C, xlint condition, works, shocks, extra, ignition, very fast and reliable. $700. 213/773-0477; 714/587-2459 (8)

1978 Husky OR250
raced 4 times — new engine by Husky, all the late changes. $1095 213/567-7736. 8:00-5:30 (9)

Attention production road racers
We have probably the very last new Can-Am 125TNT in existance. Hurry it won't last long. KAWASAKI OF SOLANO, 80 Alaska St., Fairfield, CA 94533. 707/422-7300 (8)

78 Husky 390 CR
Like new, after 5 p.m. (714) 829-7118. (8)

Spanish sale
'77 Bultaco, 125 Pursang and '77 Montesa, 250 VB, both excellent cond. great as playbikes or racers. $600 a piece. (213) 445-8774 (6)

YZ 125D, good condition, $400. Call after 4:00 weekdays, anytime weekends, ask for Dwayne. (213) 693-5235. (8)

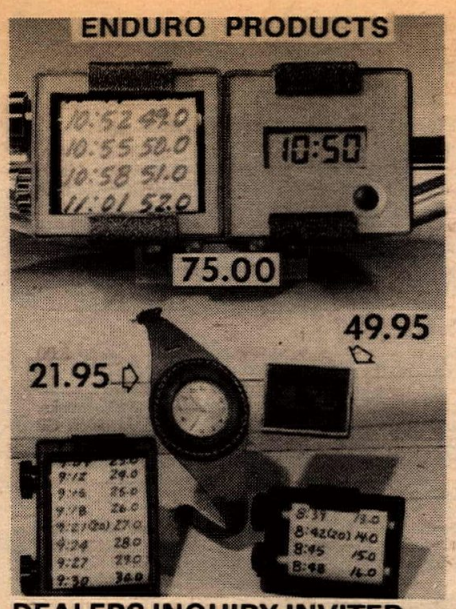
78 RM 250 C $750
Great condition, extra gears and parts, Fox shocks available. Will deliver if reasonable. Let ring & ask for Stuart. Days (213) 394-9991; eves (213) 552-2371. (8)

'75 Honda CB360T, clean, 21,000 miles, good condition. (714) 963-1396. (8)

77 Yamaha YZ 125D
Xlnt cond., Metzeler tires, Andres bars, recently rebuilt, White Bros 11" rear end kit, plus much more. $650. (213) 257-3529 (8)

Dick Mann's Prototype TT500
Yamaha cafe racer, super trick frame, Kosman wheels, Grimeca brakes, tweaked motor, weighs only 255 lbs., street legal, will deliver to Daytona. Rob Lannucci, 212/596-0504 evenings. (9)

WANTED: COMPLETE FORK ASSEMBLY for a 1978 650 Yamaha Special. 715/453-3210 or write Joe Massa, RR 1, Tomahawk, WI 54487. (8)



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1 ton, Carry-van, rear duals, V8 automatic, steering and power brakes, Serial #16528. $6995.00. (415) 798-2582. (10)

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Applications taken now — immediate openings for experienced persons for sales, parts, and service. Contact HOLLYWOOD-KAWASAKI-YAMAHA 213/983-2259 or 213/466-8451. (7)

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'78 Yamaha YZ250E
$875.00 or best offer. 1-(213) 962-6011. (8)

Yamaha YZD250
New main bearings and rod, hard chrome barrel DG style pipe, Luft reservoir, good as new, $800.00 firm. (805) 259-4304. (8)

'78 Maico Magnum
Like new — Wheelsmith motor, never raced, $1350. Phone (714) 751-6264. (8)

'74 SUZUKI 125 TM, excellent condition, many extras, $395.00. (714) 825-6044. (8)

TZ 350 B
Fresh top end, drilled disc, $1,400. Dave (817) 526-6030. (10)

Magazines
Complete your collection: 1971 on: MX Action, Dirt Bike, Popular Cycling. Steve, 201 W. Carmen #77, Santa Maria, CA 93454. (8)

Yamaha YZ250D
Excellent condition, Metzeler, White Bros. shock, 11" in front, 12" in rear, Profab arm, $850 or best offer. Randy (213) 323-6015. (8)

77 TT 500 with Simon forks
Stock engine, Simons, Curnetts, with many extras and spare parts, very low time, moving forces sale, best offer. (714) 481-8492. (6)

Honda MT125RII
G.P. roadracer, factory new, never raced, spares, shop manual. Be a winner at $1800.00 O.B.O. (213) 347-5972. (11)

'77 YZ 250 D
New rings, ridden 3 times last year, 15 total rides, good shape, Bassett porting. Best offer over $750.00. Call Mark wknights after 5 p.m. (714) 772-4847. (8)

D.M.S. Yamaha TT 500
Dick Man frame, Simons forks, Fox Air Shox. Lots more extras, immaculate, $2,300 or offer. (213) 372-0555 after 5:00 p.m. (10)

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Red jersey with blue & white silk screening. Just like the National Pros use. Only $11.95 and two for $22.00 plus tax in CA. Also Yamaha, Maico, Suzuki. Send check to RICHARD MAXWELL, P.O. Box 743, Newbury Park, CA 91320. (8)

SELL: 1976 IT400 YAMAHA, excellent care, White Bros. mono, VDO, moving to smaller class, finished 16th in 1978 CRC Enduro Points Standings, $850.00. Call (714) 658-2091. (8)

'74 Jawa Speedway Bike
Wenn engine, Circello mag, new frame, six spring clutch, ready to race. Many xtra parts. Day (213) 397-8108, eve. (714) 963-5022. (8)

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Off '77 YZD 400, 38mm tubes, 9½" travel, fork boots, ex. cond. $125.00. (805) 824-2061. (8)

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Excellent condition, 17½" Fox Shox, fresh motor and new tires. (213) 728-6039. (8)

1977, 250cc Astro
Amal GP, metal sealed, fresh std. piston, air forks, rpm and stock pipe, fresh seals, like new condition. $1200.00. Call Gil days (213) 931-1211 ext. 264, eve. (213) 363-5554. (8)

Dunebuggy
Volks engine, excellent condition. $2000.00. After 6 p.m. (714) 548-0826. (8)

'75 Yamaha 400
New top end, White Bros. mono & seat. Betor forks, Pro-fab triple clamps, Vesco tank, excellent condition. Must see. $650.00 or offer. After 6 p.m. & weekends (714) 646-4966. (8)

Luft Works seat covers
Available for: YZ80E, F, YZ100E, YZ125, 250, 400, D,E. SUZUKI RM, HONDA CR250R, $14.75 + $1.10 shipping. MAICO & CAN-AM, $18.50. MOTODESIGN, Box 4233, Memphis, TN 38104. Order by phone 24 hours, (901) 324-7755. (8)

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Send name, address, models, serial numbers of bikes owned for free membership information in Factory Authorized Club. Save $$$ on parts, handbooks, tools, accessories. (Include $1 for sample copy of 16-page quarterly, Metisse News-letter with history, specifications, discount info.) ROCI, Box 001, Eagle Rock, (LA), CA 90041. (8/TFN/EOI)

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Free freight on XR-750 parts. Now you can get those hard to get XR-750 parts. HARLEY-DAVIDSON WEST, the nation's #1 Harley-Davidson dealer, has a complete line of Harley-Davidson parts in stock. Any class C Professional license holder can get cost + 20%. From now until May 1, we ship your parts "FREE" with $100.00 min. order. Call (213) 822-3426, ask for Paul. (6/TFN)

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The finest, most attractive trailers built! Prices start at $1095.00. Send for brochures and prices. 7685 Placer Rd., Redding, CA 96001. Phone (916) 244-1170. (5)

Seely Honda 830cc
Morris mags, triple disc brakes, Weber carbs, Gerex ign., much more. $2500 or offer. (805) 544-1332 or (805) 544-9466. (8)

'77 RM 125 Suzuki — $400
Metzelers, P.P. fenders, 520 chain kit, fresh top & lower end. Hurry! It won't last long. (714) 682-7458. (8)

'74 Speedway Jawa
Retiring winner. Selling bike plus spares, $1000. (213) 390-2818. (9)

1976 360 WR HUSKY with spun mains, will sell whole bike or piece by piece. Call after 6 p.m. 805/528-2192. (8)

BMW R100RS
Pridmore bike, 8,000 mi. Morris mags,, Page alert, spec. paint. Side car $5,500. (213) 635-9006 (8)

76 XR 75
Girls bike. $275.00 — 76 Montesa $295.00 714/960-4159 (8)

1978 ATC 90
Perfect condition. Less than 10 hours use. $750.00 Firm. 714/621-5594. (8)

'78 RM 125C. Must see to appreciate. No reasonable offer refused. After 5:00 (213) 498-2721 (8)

'77, 390 Husky
Excellent condition' $1200.00. 15.5" Ohlin's shocks, 5 rides, $190.00. 17" Husky rear wheel, true, no dents, $130.00. (213) 424-1179. (8)

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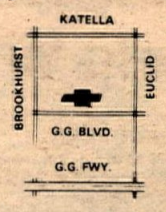

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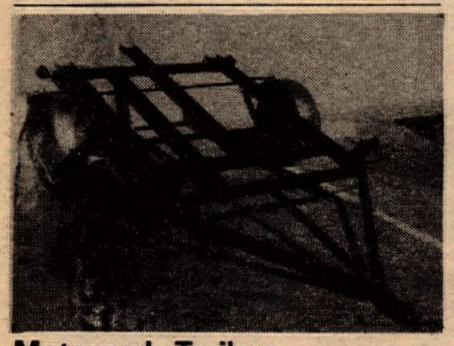

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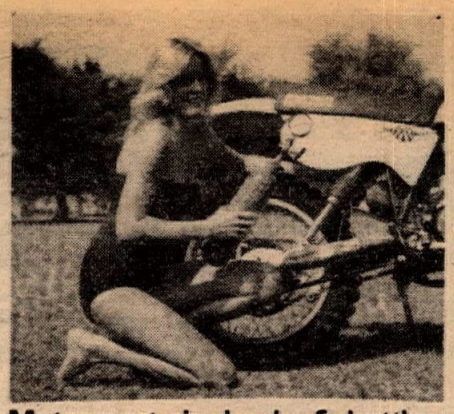

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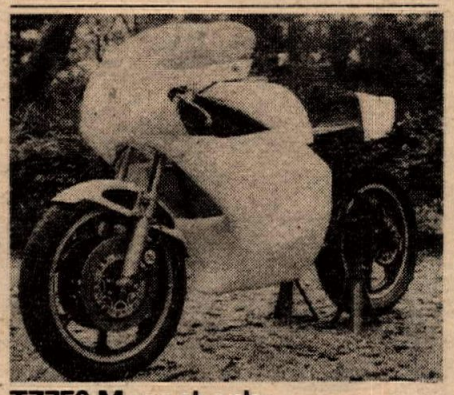

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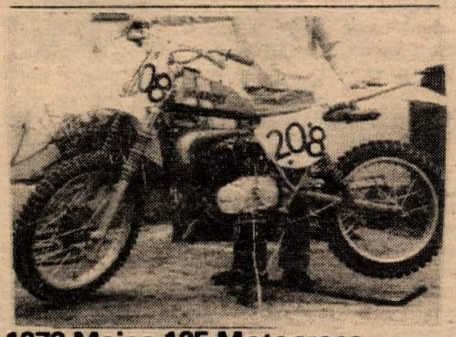

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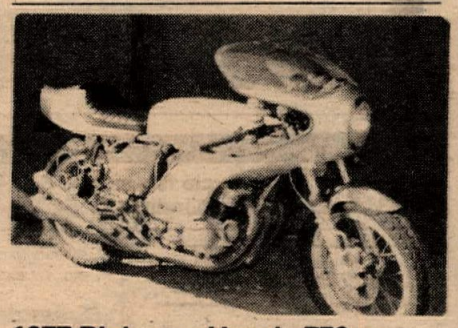

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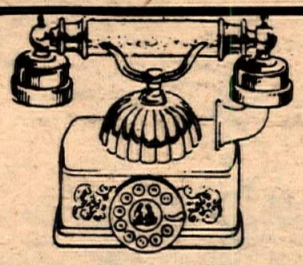

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ON THE FRONT PAGE: CRC Gold Digger hare scrambles winner Morgan Malocco gets photo-stylized and the Suzuki GS1000 "L" gets introduced. More details on p. 26 and p. 5, respectively. Photos by Terry Rezek and Charles Morey.

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VOICES

Harry's hatchet job

Not only was the *60 Minutes* segment on ORVs a hatchet job, but a few years ago I saw the moderator, Harry Reasoner, on a news program on a different station say, "If I had my way, there wouldn't be any motorcycles."

I sent this note to *60 Minutes*: I expected *60 Minutes* to be objective on ORVs, not make us look like hoodlums.

If anyone wishes to send *60 Minutes* their comments, the address is as follows:

60 Minutes
51 West 52nd St.
New York, NY 10009

HERB HARRIS, R. PH.
Owner, Pill Box Drug
Redondo Beach, CA

Improve land management

As an environmentalist and ORV enthusiast, I was shocked and dismayed at the obvious bias of the *60 Minutes* report aired February 19, 1979. When will ORV activity be recognized as a legitimate form of recreation for the thousands of responsible people involved? When will our government grant these people their fair share of their own national land?

In our society, with ever-increasing frequency, we see the malicious actions of a few reflected in the legislative regulations which rule the socially responsible majority. Sadly, it happens again and again, confining and demoralizing our citizens, as our freedoms and dreams fade from our already narrowing sights.

What is involved in all forms of human endeavor is a system of exchanges. We do, in fact, exchange for human activity in the desert a measure of destruction to that desert and the life within it. What we gain in that exchange is known to each individual that finds his or her release from the intense pressure of urban living in responsible and respectful use of the desert. For many, without this release, life would prove intolerable. The question should not be whether or not we can use this land, but how to improve the management of it, so that all who wish to use it may do so.

THOMAS G. PARHAM
San Diego, CA

Our side lost

After viewing *60 Minutes*, I got the feeling we made more enemies than ORV supporters. The people opposed to ORV use of the desert came across like we *all* were irresponsible.

I think the *60 Minutes* people tried to show both sides, but ours didn't show too well.

STEVE KINGDON
Hermosa Beach, CA

Run like a rabbit

While viewing the recent *60 Minutes* telecast on ORVs, I recalled Thanksgiving Day 1972 when my family and some friends went riding out by Phelan Road near Highway 395.

One of the residents out there fired on our camp with a high-powered rifle. Needless to say, we loaded up and left in a hurry.

We contacted the CHP who consequently arrested the guy. They confiscated handguns and rifles from the guy's house along with a sawed-off shotgun complete with shoulder holster.

When a CHP officer asked the gunman's little boy if his dad always shot at motorcyclists, the kid said, "Mostly he shoots bunny rabbits."

That was just one of the incidents we had with self-styled vigilantes out in the desert although some gave us written permission to ride on their property. We never rode around houses or "chased rabbits until their hearts burst."

It seemed to me at the time that the business people in the desert community enjoyed the motorcyclists patronage and support. Only a few residents seemed to think the ORVs were ruining the desert.

If they feel that the desert is being destroyed, why did they build houses on it?

CHUCK MALOW
El Monte, CA

Open letter to *60 Minutes*

Regarding your presentation on off road vehicles, I always thought *60 Minutes* did their homework first and then reported the facts. This show proved me wrong. It was one of the most biased anti-ORV pro-environmentalist shows I have seen.

Rather than buy footage from a private film producer and simply dub in private opinions with your commentor's voice, why didn't you research the subject matter and really find out what's happening to public lands, not only California but the entire country.

The Bureau of Land Management is attempting to close most public lands to ORV activity or restricting public use of those lands to very small areas. The remaining areas will be designated as "Wilderness" with public asscess only by foot. Your own program counted registered ORVs in the United States at over six million. Assuming one recreation vehicle per family, that represents a lot of people. Has anyone counted backpackers for whom the majority of public land is being set aside for? And for that matter, when was the last time anyone saw a backpacker in the desert?

ORV enthusiasts understand and basically agree with being restricted to certain areas and controlled in others for their activities but object to being systematically denied access to all public lands in favor of a few environmentalist backpackers.

I would like to see *60 Minutes* do a follow-up story on this subject, and this time, do your own research. I think you will find that the real story is not the ORV people vs. a few disgruntled landowners — whose statements I feel were somewhat unbelievable — but the environmentalists/BLM land grab on a nationwide basis which effects everyone.

MARVIN VAN SICKLE
Saugus, CA
(Desert Knights M.C.)
D-37 #012

And another...

As an off-road enthusiast, I strongly resent your (*60 Minutes*) misrepresentation of the struggle of private citizens concerned about their use of public lands against another attempt at government control.

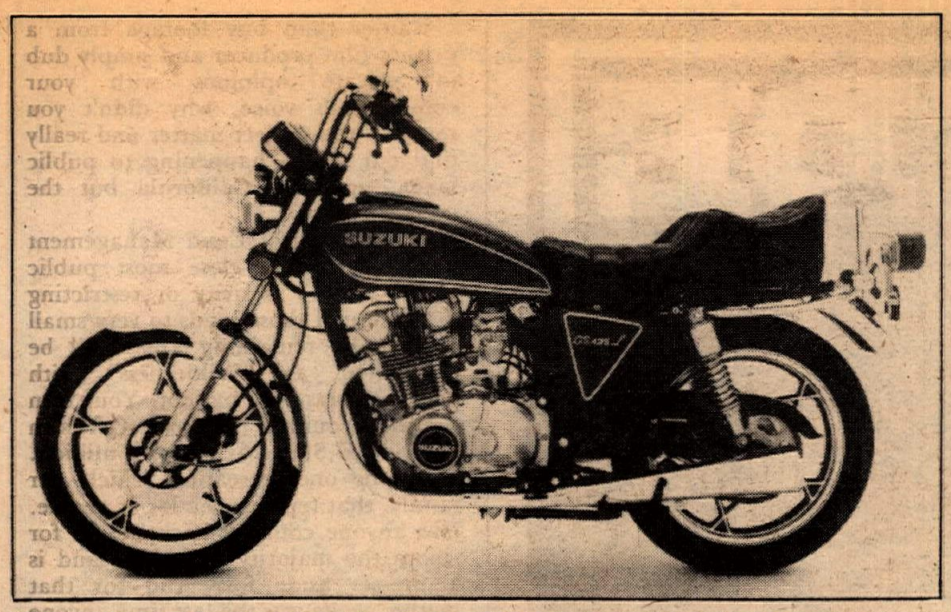
Your presentation erroneously depicts ORV users as unconcerned barbarians destroying the countryside and its creatures and terrorizing the citizens.

While I agree that there is a certain irresponsible element in everything — even in journalism, it seems — my impression of ORV people is one of responsibility and concern for the desert and its inhabitants, humans included.

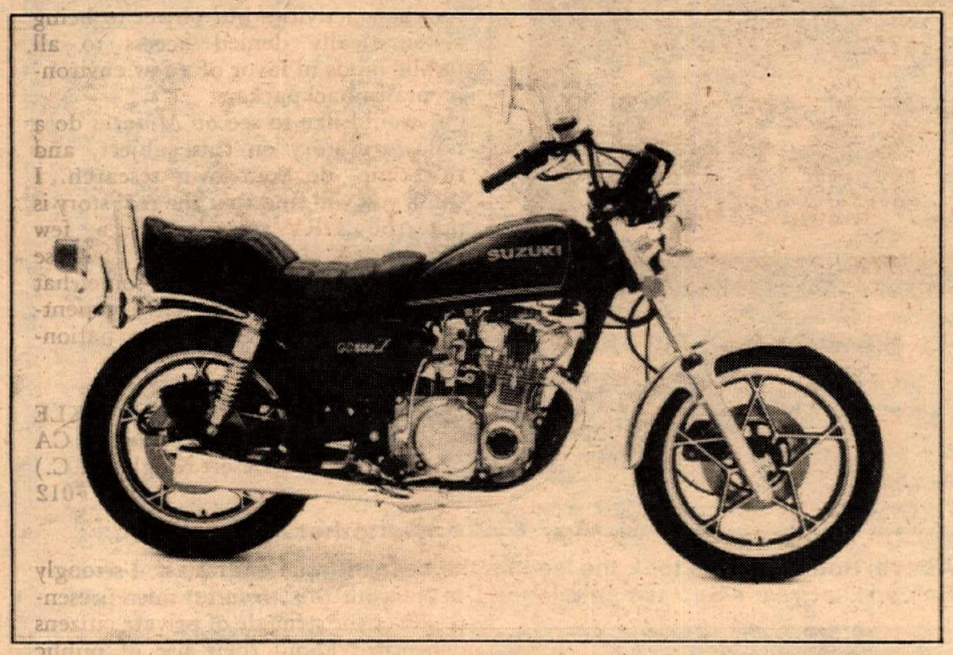
Your neglect of the positive aspects of ORV people, (such as the desert clean-up party and the various annual events which benefit charities, like the U.S. Marine Corps-supported Toys for Tots GP) is irresponsible and not consistent with your past standard of reporting.

D.F. SMITH
Saugus, CA

NEXT WEEK: Daytona Preview



"L" series GS Suzukis range from the GS425L (above), a mid-sized mini-chop priced at a suggested $1779, to the GS1000L (on the front page), Suzuki's top of the line GS model in custom clothes, that sells for a suggested $3669.

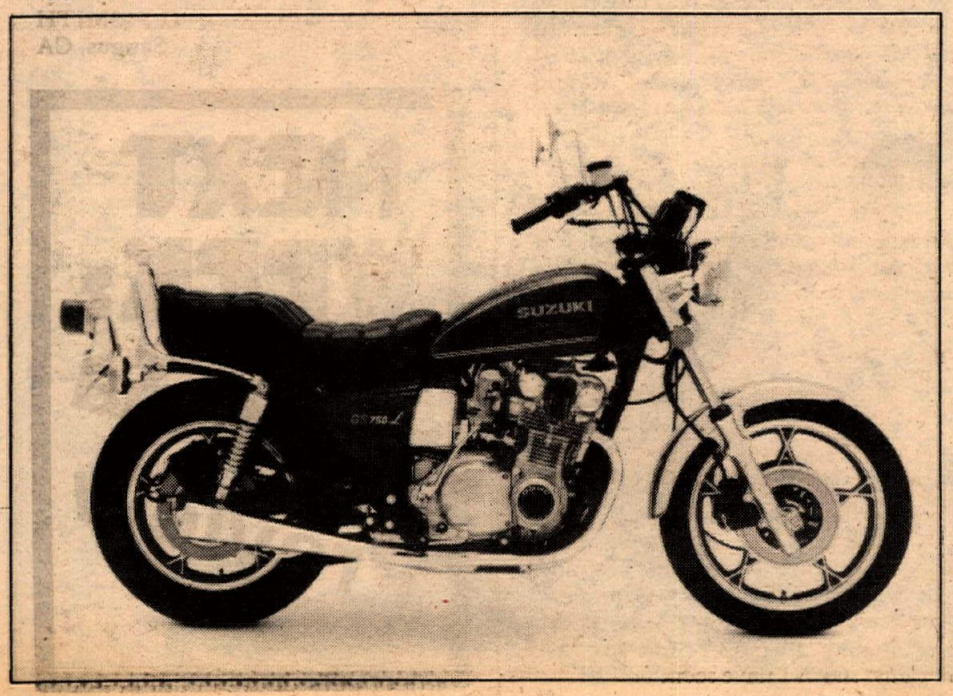


Their 500 class machine, the GS550L, will bring Suzuki dealers a suggested $2329.

Suzuki "L's" shown at sales seminars

U.S. Suzuki has introduced a new line of custom GS-model street bikes, much similar to the Yamaha Specials and the Kawasaki LTD, with stepped seats, extended forks, short megaphone pipes, pull-back handlebars, and other detail changes. The GS-series bikes maintain Suzuki's excellent air forks and adjustable rear shocks, so these are likely to be the best handling of the production line "choppers." Note the leading axle forks — a departure from standard GS configuration. Orders have been taken already, and at least one dealer in the L.A. area has them in stock.

The popular GS750 is now available in the new "L" designation for $2869 suggested list.



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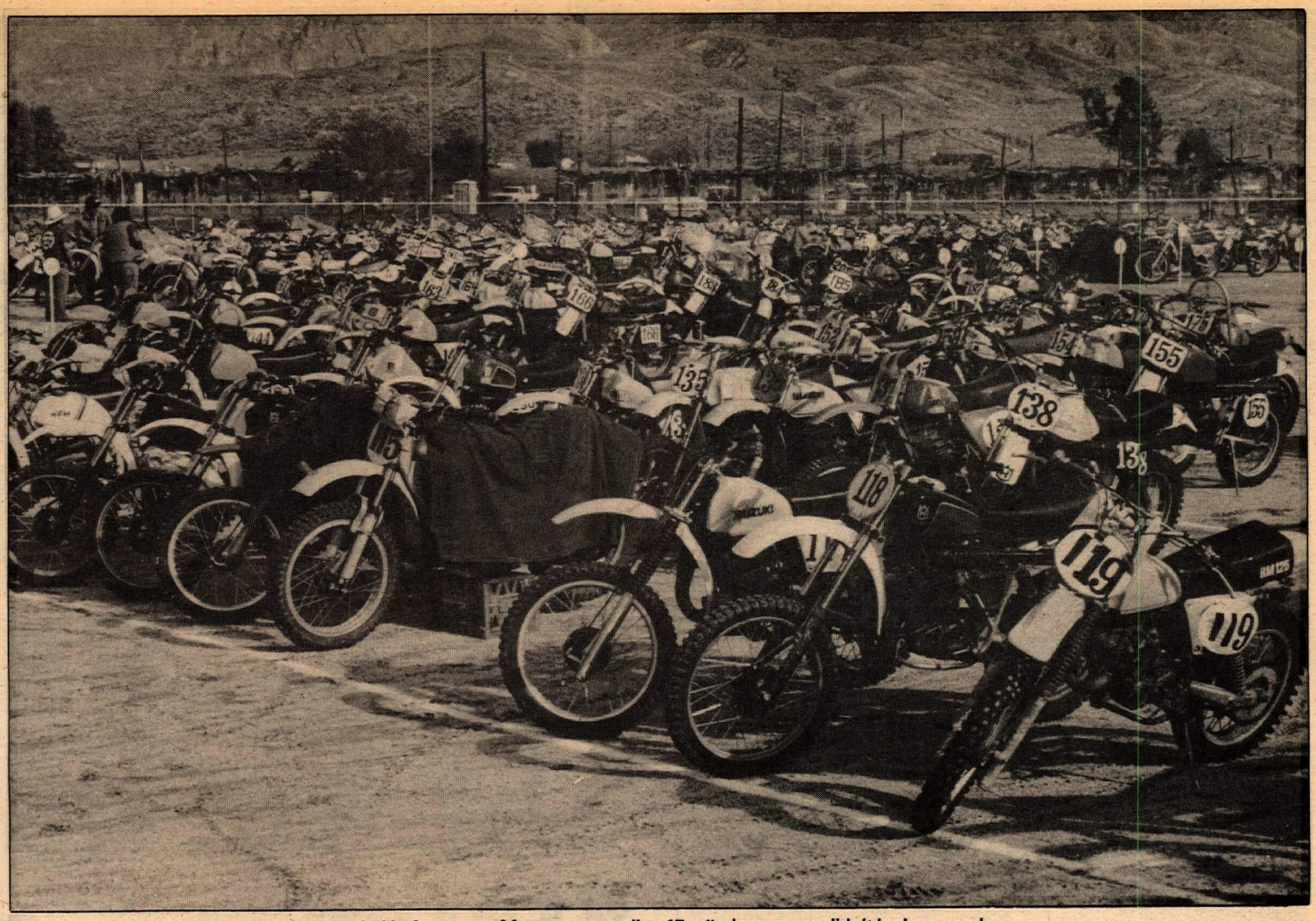
(Above) Willy Simons took top honors in the 125cc Pro class. (Below) Brent Wallingsford (15) kept on goin' to finish fourth Open.

(Above) Bob Balentine took the lead on the second lap, kept it to the end. (Below) Last year's Sportsman winner, Daryl Lumbattis, was fast but DNF.



The bikes, over 450 of them, were impounded before start. After some grueling 17-mile laps, many didn't look so good.

Balentine takes ninth annual Soboba GP

By Ron Lawson

SOBOBA INDIAN RESERVATION, CA, FEB. 18

The ninth annual Indian Grand Prix became a memory in the minds of over 450 riders when Bob Balentine piloted his KTM past the finish line with a healthy lead over the rest of the Open Pro class. The grueling 17-mile course through the hills of the Soboba Indian Reservation was demanding this year, taking around 40 minutes to navigate, and it took its toll in broken bikes and bruised bodies. Even Balentine was sick with exhaustion at the end. Of the 50 Pro entries, fewer than half finished, and even fewer than that made all eight laps. But those Pros and Sportsmen alike that did make it will have potent ammunition for bench racing sessions in years to come.

This year, the Pros were released in three waves according to bike size and they battled directly against each other for all five hours, but the Sportsmen were racing against the clock. They left the start area in groups of five at assigned times and when they finished (if they finished) a time was taken down again. After all the scores have been compared the Sportsmen winners will be announced and that should be sometime in the next week.

When the flag dropped signaling the Open Pros to get underway it was Jim "The Animal" Fishback (Yam) that was first across the sandwash that was used as the starting chute. Balentine was soon close behind and as they vanished in the distance, Dave Aldana (Mai), and Bob Rutten (Hus) were also pushing towards the front of the pack.

The 250ccs came off the line next and it was Marty Miller (Suz) in front, who was running his first race since breaking his leg last year. Last year's Sportsmen class winner Darryl Lumbattis (Mai) was also near the front of the group while Bill Tarling (KTM) brought up the rear after his machine refused to start on the first kick. It was a long race, though, and Tarling could take his time about catching up.

Willy Simons on his DG Yamaha took the 125cc holeshot ahead of Danny Burtt (Suz) and Craig Lee (Suz).

Fishback was on the gas and made the first loop in 32 minutes, but Balentine was still right behind and during the next lap Fishback dropped out, giving the lead to the KTM rider. Also on the early DNF list was DG's Steve Bauer, who crashed twice on the first lap and then ran out of gas way out in the boondocks. Simons also went down early in the race, but managed to remount before Burtt could catch him, and a few minutes later he was assured of a safe lead when Burtt's chain broke.

An hour later, little had changed in any of the classes. Balentine was still in front, where he would stay to the end and the second Open class position was being disputed between Husky riders Rutten and Chip Howell.

Miller was still on top of the 250s, but tiring fast. Soon he would pull in to the pits to rest, leaving the lead in his class up for grabs. Lumbattis would have been a good candidate for that position but the intake manifold on his Maico decided it didn't like this kind of treatment and gave up, putting him out for a lap while he tried to fabricate something. The rider that did pick up the 250cc lead was Tarling, who spent the first part of the race well, working his way smoothly to the top. Steve Subith (Yam) had been doing the same thing and now was second 250cc.

As far as the 125cc class went, Simons was all alone. Most of the small bores had run into trouble, but among the remaining front runners were Craig Lee (Suz), Danny Dobbins (Suz) and Albert Cancino (Hon).

Few if any of the riders ran a flawless race. Balentine fell twice and even Tarling had tasted the ground three times on his upward march. At one point, he was having trouble getting his bike back upright on the side of a steep slope and an unknown rider took the time out to help him. The mystery benefactor then remounted and continued with his own race. The last lap saw Rutten experience a more costly crash. By the time he got back up and dusted himself off, Howell had gotten by and into second place in the Open class. Rutten got with it, but couldn't catch Howell by the end of the race. At the checkered flag, Balentine still had his lead over Howell and Rutten, and Tarling was right behind them, making it a KTM day with first in both the Open and 250cc classes. Brent Wallingsford was fourth Open classer and Simons had the 125cc class wrapped up. These results are unofficial. •

(Above) Straddle-the-front-wheel starts got a little hairy. (Below) Robert Robertson took second in 250cc Intermediate division.

Staten smokes Un-Leap Year GP

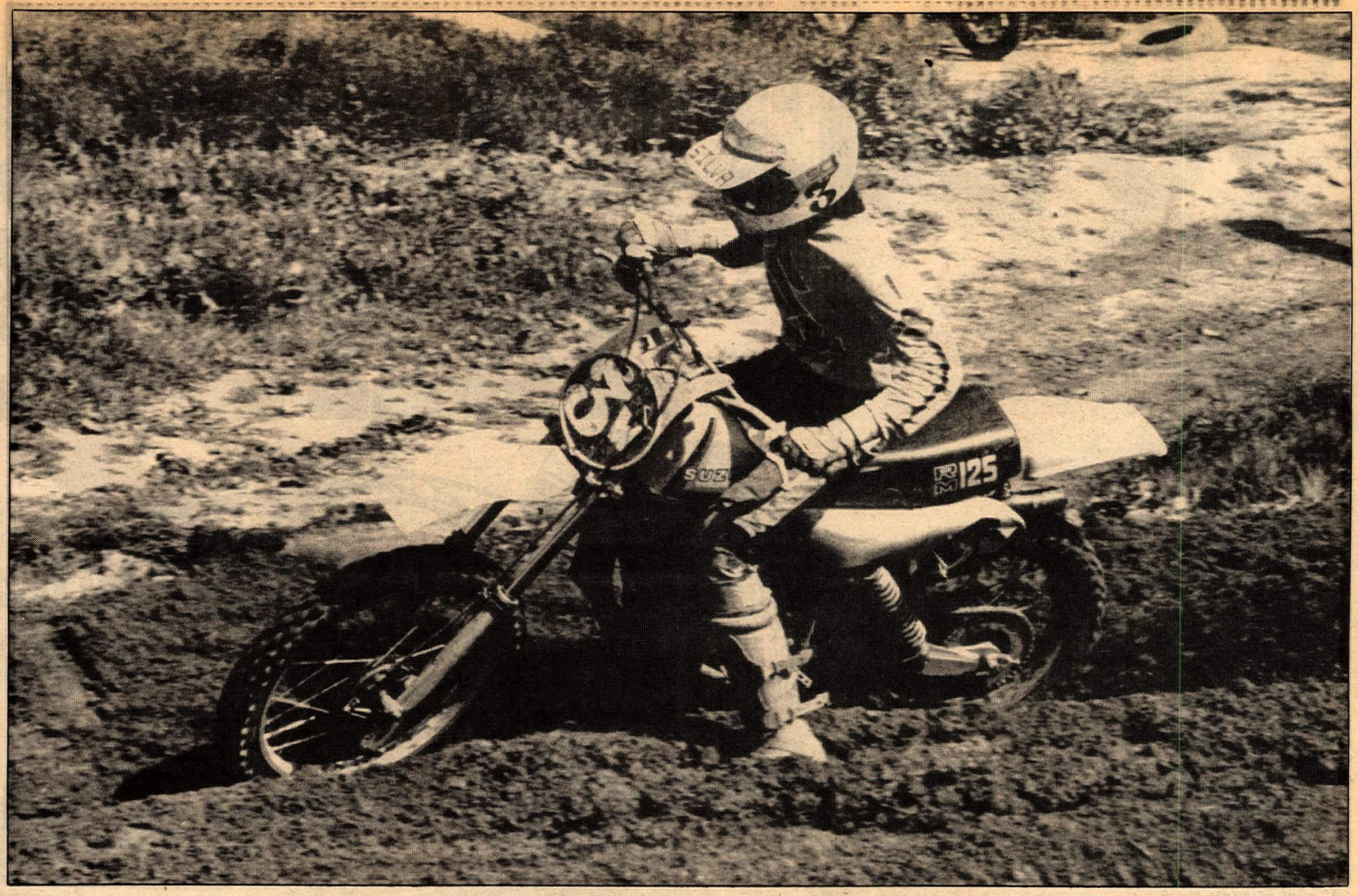
By Ron Lawson

CORONA, CA, FEB. 25

The Corona Grand Prix rank among the most eagerly awaited races in Riverside County. The Racing Association of Cycle Enthusiasts (R.A.C.E.), headed by Ron Crandall, somehow manages to organize these events several times a year and come up with smooth running races every time. The track itself is another big draw for the riders. Although this year some of the favorite features were taken out due to flooding, the course remained unique and full of challenging sections. The total number of entries neared the 700 mark this time.

The Pro race got underway promptly at 10:15 and held a knock-down-drag-out battle between Yamaha's Rex Staten and DG's Steve Bauer in the 250cc class. Staten aced the dead engine, straddle the wheel start while Bauer was back in 10th. The DG rider always does well on the Corona turf, though, and before one lap he was right on Staten's tail. Staten was caught unprepared and a few minutes later he was passed by Bauer, who then opened a small lead. The two riders had, by this time, totally left the rest of the competition behind. The battle for third place was a dice between Yamaha riders Jerry Raymer, Jim Hoover, and Bill Barlow. The next group consisted of Pryor Campbell (Hon), Marty Miller (Suz), Mike Johns (Yam) and, suffering from a very poor start, Ammex mounted Gary Jones.

Back in the lead, Bauer was still holding off Staten on the second lap, but his pace was beginning to take its toll and he was getting out of shape. He lost control in one turn and just



barely saved it, but the time he lost in the process was all Staten needed to retake the lead. The race was far from over, and Bauer wasn't about to give up. He trailed in Staten's shadow for several more laps, sticking his front wheel alongside the leader every now and then, just to let the Yamaha employee know he was there. Staten, however, seemed immune to the pressure and he never deviated from his planned lines. Finally, near the last lap, Bauer got tangled up with some lapped riders and he watched his chances for a win disappear as Staten pulled far out of striking distance. When the checkered flag came out it was Staten with a few seconds on Bauer, who was minutes ahead of Hoover, Raymer and Barlow.

The Open Pro class was a painful disappointment for Goat Breker (Hus). He pulled the holeshot and opened a fantastic lead in the first few laps, and then set himself a smooth pace for the rest of the race, only to run out of gas on the very last lap. As he pushed his machine off the track, Malcolm Smith's David Williams (Mai) flew past to take the victory. Williams had been putting in a very good ride himself, overcoming the efforts of Winner's Circle rider Jeff Eierstedt (C-A) and Tom Karos (Suz). When they finished, Williams had a good lead over both of them as well as Ken Taylor (Yam), Michael Kordyak (Mai) and Lars Larsson (Hus). Breker's DNF was typical of the Open class, with nearly half of the field failing to finish.

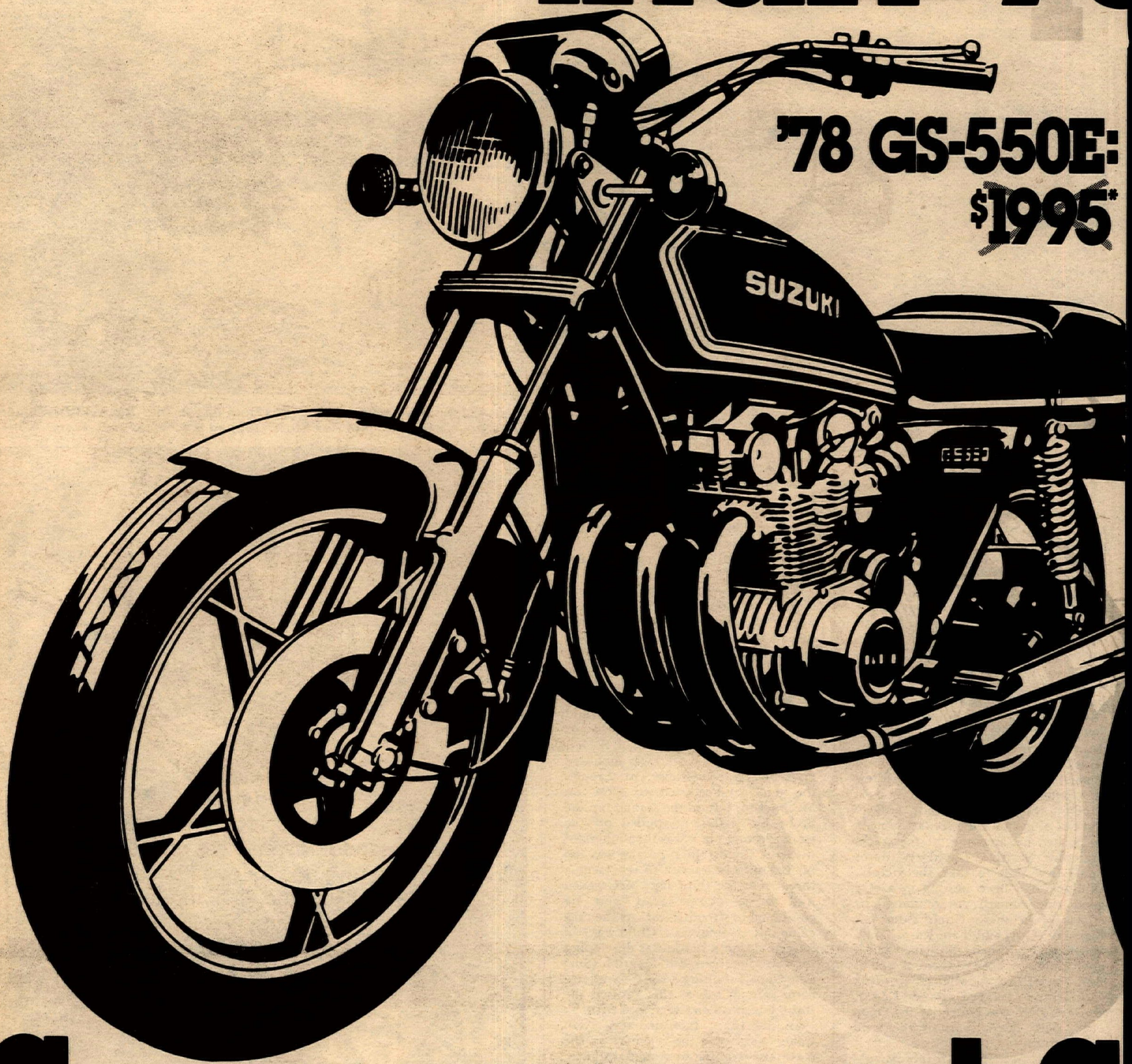
A new San Bernardino Suzuki dealership called Winner's Circle put a good Pro effort into the GP and came out with some hot results led by John Silva. Silva took the lead right off the bat in the 125cc Pro classs and held it all the way to the end. Crown Cycle's Richard Barron (Yam) worked his way up to eventually take second. Danny Burtt, riding out of Redlands Suzuki got out of the hole very poorly when his Suzuki refused to start. He was forced to get off and push start the bike, but he immediately started to make up time, finally getting third place. Fourth was taken by Steve Wiseman (Suz) ahead of Scott Manning (Suz), Andy Orescanin (Suz) and Gary Scheidler, who was the winner of the last Corona GP in the 125cc class.

The sportsman finishings are not official yet and won't be until next week, but some riders were obviously a head above the others. One of those riders was Victorville Suzuki's Eric McCracken (Hus), who rode in the Open Intermediate class. He got the lead early in his race and started to disappear. The only rider who could match his pace was *Cycle World* test rider Don Griewe (son of *CW* test editor Ron Griewe) who was mounted on a big Maico. Griewe cut through the pack and started to close on McCracken, but on the second lap, he broke his chain and pulled off the track. Second place was then inherited by Scott Child (Hus), but he was too far behind McCracken to represent a threat. On the third lap, McCracken had a 67-second lead and he continued to stretch it out. As the race came into its final laps, Child was still in second and a battle was developing for third between Bill Lustrick (Suz) and Clint Lindburg (Mai). Lindburg came out on top as they crossed the finish line and Leo Green took fifth.

In the 125cc Intermediates, Alan Coats (Yam) was the top man in the class, also winning by a good distance. At the start, he was in the backseat to Greg Gracer (Kaw) and Troy Lee, but soon Gracer dropped back and he had only Lee to contend with. For two laps he stayed right with Lee and then Lee also dropped out and from there on in it was all Coats. Finishing in second was Ron Harrison and Guy Campbell got third. ●

(Above) John Silva led the 125cc Pros from flag to flag. (Below) After dueling with Steve Bauer, Rocket Rex Staten topped the 250cc Pros.

'78 Suzuki Stre than '78



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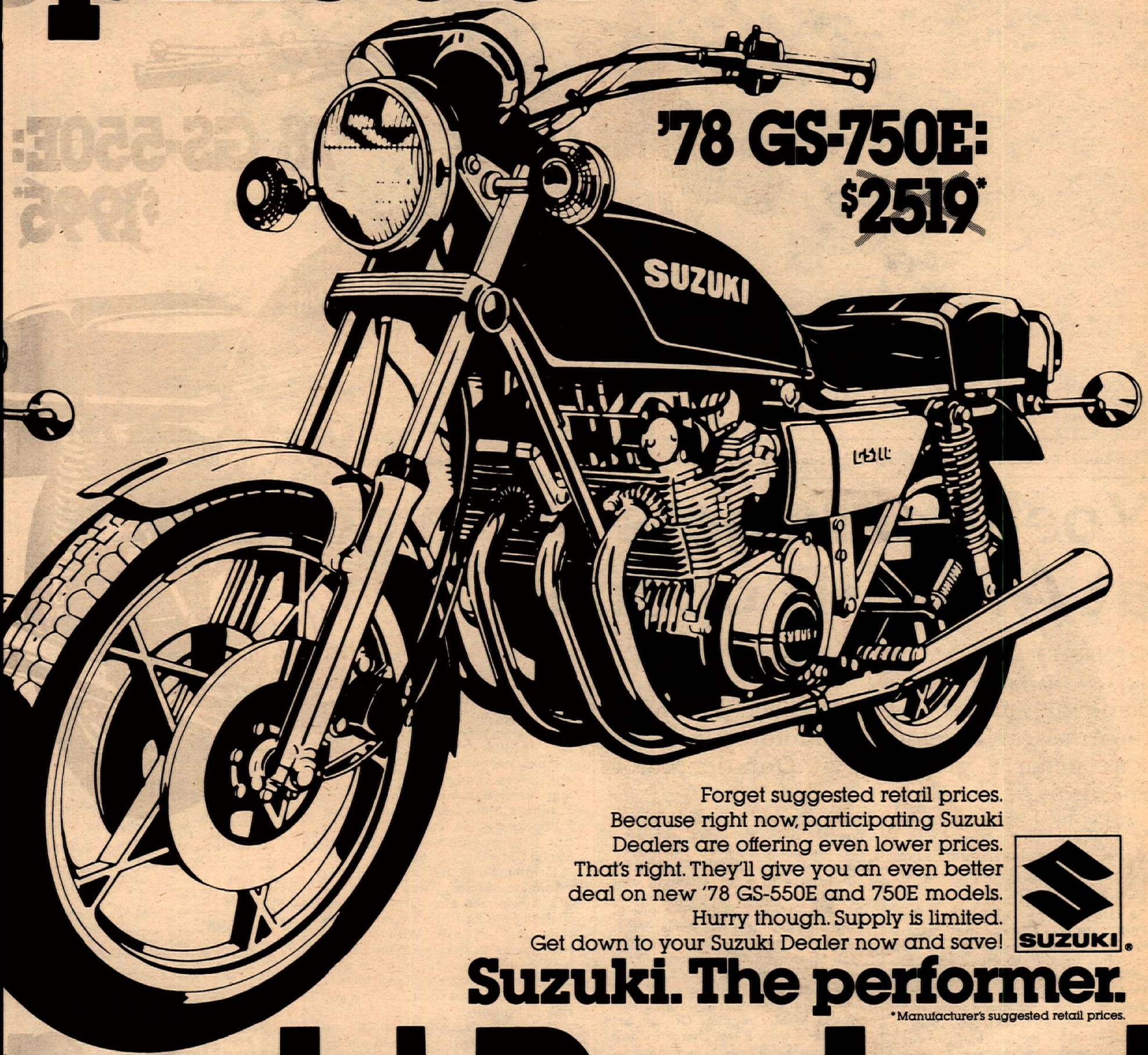

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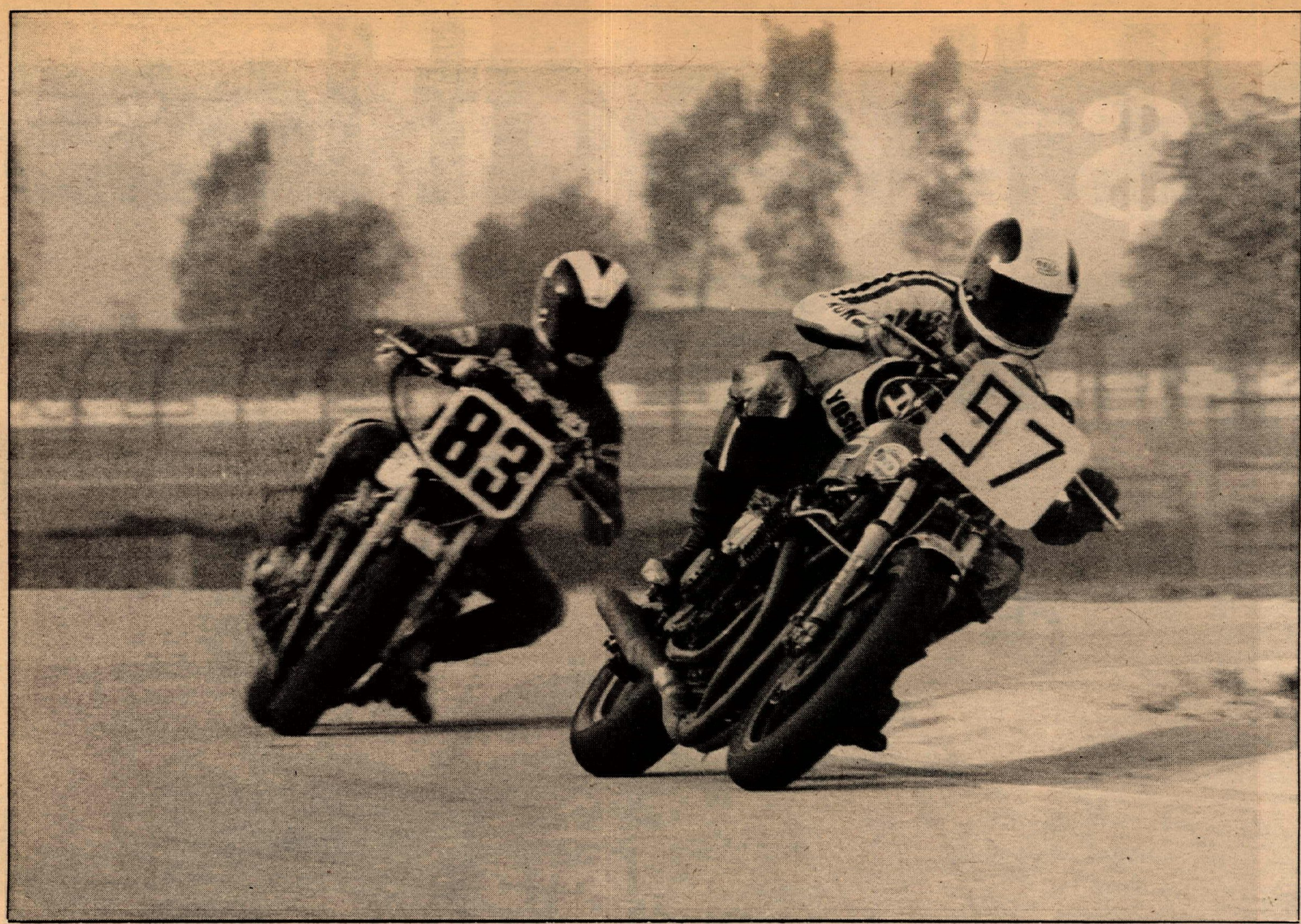


Dave Emde (97) held off Steve McLaughlin for second in the Open Superstreet race, a "Daytona preview." Emde's teammate, Wes Cooley, won.

Yoshimura gets off to good start at AFM RR opener

By Patrick Behar

ONTARIO, CA, FEB. 18

Some 400 entries and 2000 spectators made the American Federation of Motorcyclists' season opener a great one at Ontario Motor Speedway.

It was the biggest crowd in AFM history. After three months of non activity, both riders and spectators were very pleased to get back to racing.

For this first race of the year, the short course was chosen and the races were six or eight laps long. There were no points toward the championship, but it was a chance for west coast AMA racers to test their bikes before Daytona. The Yoshimura team was joined by Racecrafters' Steve McLaughlin for the first battle of the year on the superbike scene. 1978 AMA Superbike Champ Reg Pridmore was scheduled to compete but according to his tuner Pierre des Roches, "The bike is still on dyno testing, but will be definitely ready for Daytona."

Dave Emde is the newest member of the Yoshimura team, joining veterans Wes Cooley and Ron Pierce. Pierce, however, didn't show and Emde rode his bike. As soon as the Open Superstreet race started, it was Cooley out front with a good margin over second-place Steve McLaughlin with RC Engineering's Willie Scheffer in third. Behind them was Emde, but it didn't take him long to pass Scheffer and McLaughlin for second. That place was then challenged by the Racecrafters rider right up to the flag, but every time Emde resisted the attacks of McLaughlin. On the last lap, Steve tried a last charge in turn 18, a fast left-hander before 19, the vey tight right hander that is the last turn of the track, and once again it didn't work. Emde, in his first ride officially with the Yoshimura team, did a very good job in placing second behind a very fast Cooley. Fujio Yoshimura was very pleased with the way things turned out for his team.

Willi Scheffer on his newly sponsored RC Engineering Suzuki GS1000 took fourth.

Earlier in the Production race, Lee Flemming on the Champion 900 Desmo Ducati rode a very convincing race and took the honors after disqualification of Billy Addington and Steve Lang (both were on Superstreet machines). Vance Breese's Euromart Moto Guzzi completed the European domination in the race; the first Japanese bike was the Del Amo Suzuki GS1000 of Ken Farmer.

Flemming took another victory over teammate Whitney Blakeslee in the Box Stock race after a wild finish. Blakeslee was leading when both riders came into turn 19. With Whitney overcooking it and Lee right behind him, both riders went into the dirt, but Flemming was ahead of Blakeslee when both crossed the finish line still riding in the dirt!

Dick Fuller came back from several months of racing in Europe to win the 410cc Production race, using last year's co-champion Allan Gingerelli's engine tuned by John Lassak and sponsored by Korb's Trading Post. Ed Toomey took second and Howard Monrise was third after a furious battle with 410cc Box Stock Champ Pat Eagan.

Gennady Luibimski took the honors in the 250cc GP race. John Glover finished second with Rudy Galindo third after a strong battle with Harry Klinzmann.

Results

BOX STOCK OPEN: 1. Lee Flemming (Duc); 2. Whitney Blakeslee (Kaw); 3. Ken Farmer (Suz).

BOX STOCK 750: 1. Pat Eagan (Suz); 2. Larry Shultz (Hon); 3. John Ulrich (Hon).

BOX STOCK 550: 1. Michael Hunt (Suz); 2. Doyle Moeller (Yam); 3. Lee Morris (Hon).

BOX STOCK 410: 1. Larry Theobald (Yam); 2. Perry Stein (Hon); 3. Daniel Diaz (Yam).

OPEN PROD: 1. Lee Flemming (Duc); 2. Vance Breese (MG); 3. Ken Farmer (Suz).

750 PROD: 1. Pat Eagan (Hon); 2. Larry Shultz (Hon); 3. John Ulrich (Suz).

550 PROD: 1. Richard Kibler (Yam); 2. Thomas Parker (Hon).

50 GP: 1. James Ahrens (Kre); 2. Mario Caldato (IT); 3. Donald Hale (IT).

100 GP: 1. Ben Meyer (Yam); 2. Mike McAvoy (Kaw); 3. David Elliot (Kaw).

125 PROD: 1. Richard McClanahan (Yam); 2. Mel Richins (C-A); 3. Michael Frick (C-A).

200 PROD: 1. John Chermak (Yam); 2. Terry Nelson (Yam); 3. David Wehrman (C-A).

410 PROD: 1. Richard Fuller (Yam); 2. Ed Toomey (Yam); 3. Howard Monrise (Yam).

250 GP: 1. Gennady Luibimski (Yam); 2. John Glover (Yam); 3. Rudy Galindo (Yam).

OPEN SUPERSTREET: 1. Wes Cooley (Suz); 2. David Emde (Suz); 3. Steve McLaughlin (Kaw).

125 GP: 1. Gennady Luibimski (Yam); 2. Fred Winters (Hon); 3. Curt Jordan (Hon).

200 GP: 1. David Wehrman (C-A); 2. Terry Nelson (Yam); 3. James Lerer (C-A).

250 PROD: 1. John Chermak (Yam); 2. Robert Tharalson (Mai); 3. Robert Seim (Suz).

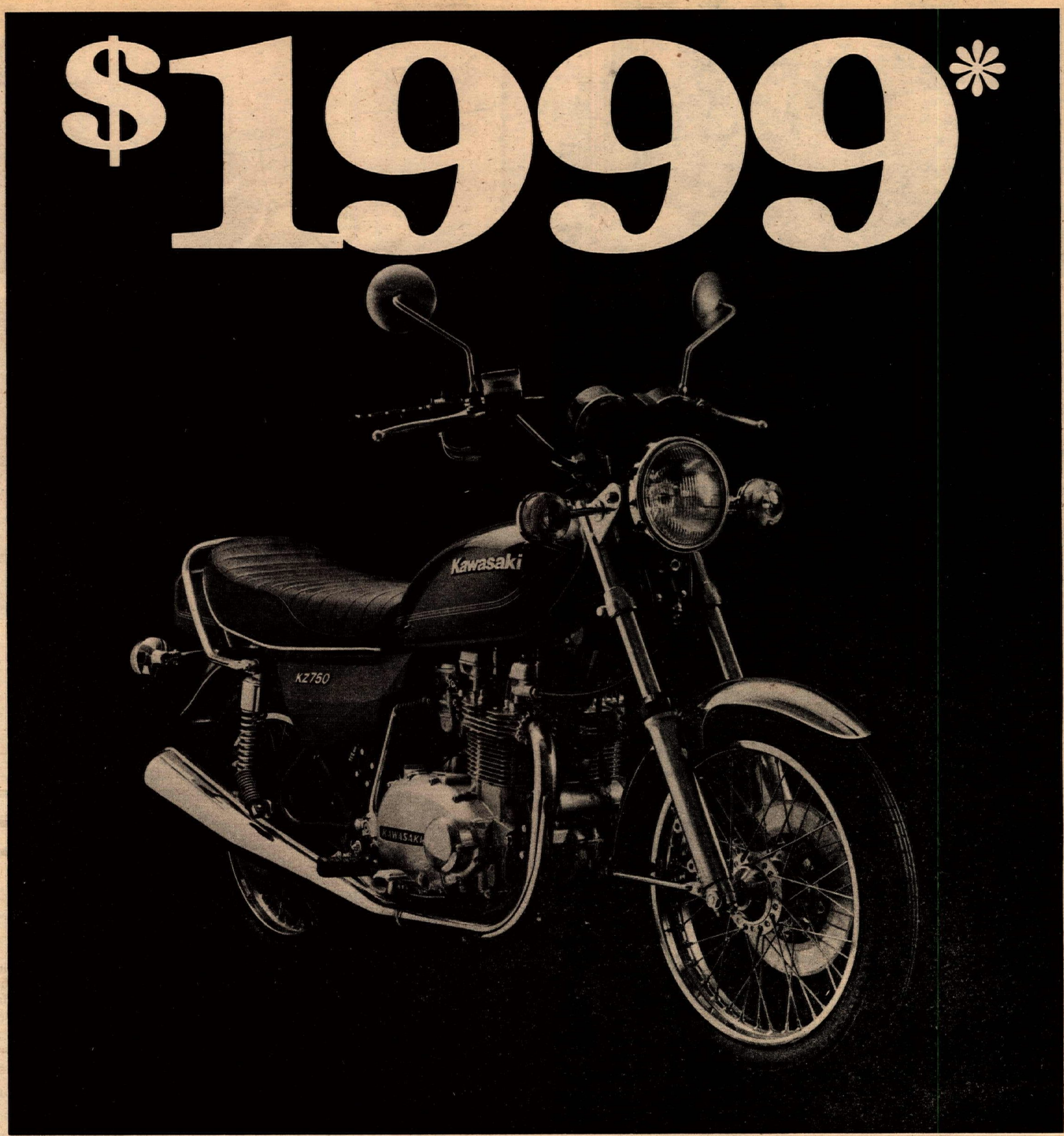
LWT SUPERSTREET: 1. John Williams (Yam); 2. Thad Wolf (Hon); 3. Malcolm Hill (Yam).

OPEN GP: 1. David Emde (Yam); 2. Steve McLaughlin (Kaw); 3. Harry Klinzmann (Yam).

500 GP: 1. Steve McClenen (Yam); 2. John Williams (Yam).

SIDECARS: 1. Vance Breese (Kaw); 2. A. Spears (MGF); 3. D. Rowe (Suz).

$1999*



*This time don't let the good times pass you by. Get a Kawasaki KZ750 for only $1999. That's Kawasaki's suggested retail price for the '79 KZ750. As always, that excludes freight, dealer prep, title or taxes. And this offer is only valid at participating dealers while the supply lasts.

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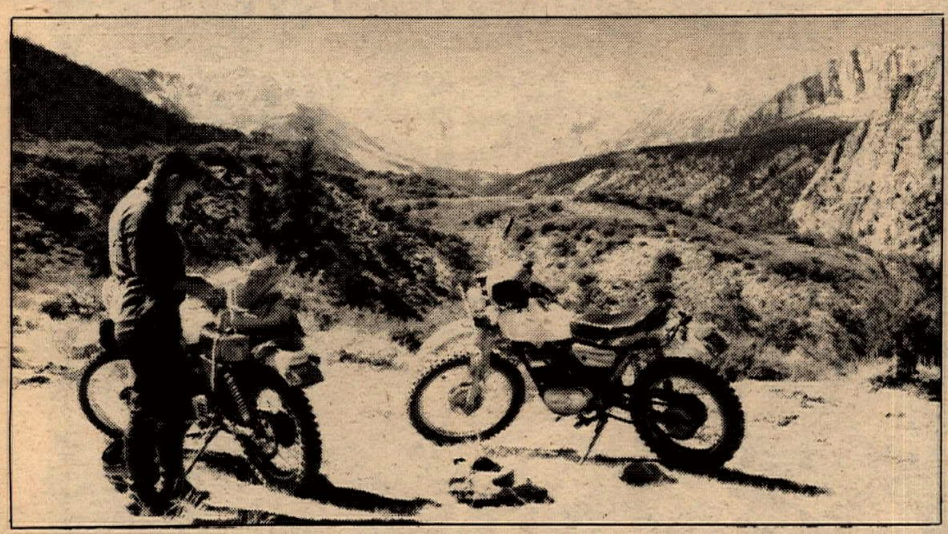
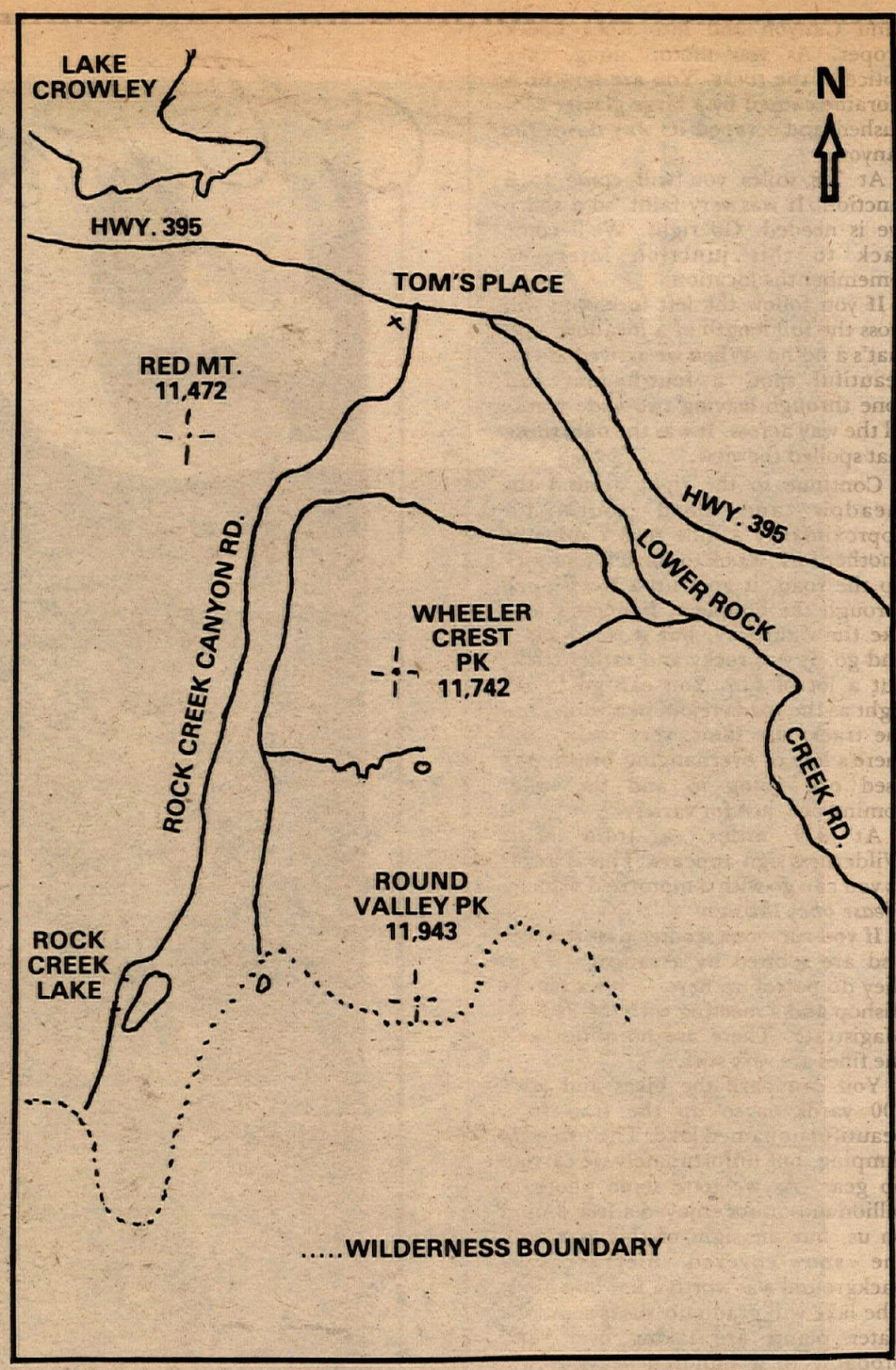
Kawasaki

Don't let the good times pass you by.

(Above) Don't ride past the sign. Walk. (Below) Rock Creek.





Two miles high on a bike

By Donald E. L. Betsworth
Photos by Donald W. Betsworth

How's this sound for a trail ride? Start in a bare gravel pit and end miles later a few yards short of a beautiful lake surrounded by a virgin pine forest. Included with no extra charge is a view unequalled in any technicolor movie. Interested? If you like a ride with solitude, rocks, beautiful scenery, sand, a couple of deceptive stream crossings, a ride up 40-degree slopes while playing tag with huge boulders, and if your old scooter will make it to 11,000 feet, then take this ride.

In going over my Mammoth Lakes area maps and remembering an article by an off-road writer I had read several years ago, I zeroed in on the old and almost forgotten dirt road that hangs high above Rock Creek.

Rock Creek itself is a beautiful canyon, cutting a deep cleft in the Sierra. It's complete with rushing stream, beautiful lakes, and, unfortunately, too damn many campers, fishermen and just plain sightseers. But high up on Wheeler Ridge, Rock Creek's east wall, it's a world only for four wheelers, hikers and a few adventurous motorcycle riders. On the day we did our ride, we saw only one person, a sheepherder, his one hundred woolies and the usual interesting mountain wildlife.

This ride, though only 20 miles round trip, will seem much longer, and once started, you'll hate for it to end. We did. The day was brilliantly clear, a little on the cool side, but just ideal to ride and explore.

Our start was delayed due to an extra 20 winks of shut-eye and a huge lumberjack-type breakfast. Finally, we trailered the bikes down from Mammoth Lakes to the starting point. It's 15 or so miles southeast of Mammoth. I'll start the directions from Tom's Place on Highway 395. It's well-signed and also well known.

From Tom's go southeast toward Bishop to Lower Rock Creek Road, a short 1.2 miles. Turn right and drop down the canyon, with one sharp rise, for 4.4 miles to Swall Meadows Road. Take a right and proceed to Sky Meadows Road. At this point bear right, then straight ahead, to the end of the pavement. Then, take the first dirt road to the right you can. This is approximately 1.2 miles from Lower Rock Creek Road. Within a few yards you will enter a small unused gravel pit. Park here, out of the way.

Unload the bikes, top off your gas tank, apply a big dose of chain lube, and let's start. Follow the road north out of the gravel pit, continue, and at 0.7 miles you cross a small trickle of water called Witcher Creek. (I hope you set the odometer at 0.0 at the start.)

Right after the crossing the road forks, go left. The right fork goes down towards Holiday Camp near Tom's Place. I'm not sure it's open all the way. The Forest Service was hesitant with information on this road for some strange reason. After taking the left fork, continue and at 1.2 miles a small sign for Trial 5S08 appears. The trail looks like a road, so go left again.

Continuing west there are a few fairly rough spots. There were deep tire tracks and I'd guess some of the four-wheelers had a bit of trouble with traction judging by the depth of some of the ruts.

At 2.1 miles, Birch Creek is forded. It was narrow but deep. When fording I'd take the left side. The right side was twice as deep, about two and one-half feet thanks to the four-by fours. I went right, and what a surprise! My riding partner who doubles as my camera clicker was a lot smarter after witnessing my crossing. He went left and only got his boots wet. I'll let you guess what I got wet!

A mile or so up the road you'll pass a sheep camp. This was where we saw the only person on the entire ride, the one lonely sheepherder. We were probably disturbing his solitude, but in turn, I was sorry we even had to see the one human.

Right after the camp you start up a long mile or so of sandy track. The sheep had chopped up the road very badly. After it levels out you then hit some pretty rocky spots and it can be a little tricky. Along this stretch of sandy and rocky incline, you climb out of

Sand Canyon and into Rock Creek proper. As you motor along, take notice of the rocks. You are now on a moraine caused by a large glacier as it pushed and scraped its way down the canyon.

At 7.8 miles you will come to a junction. It was very faint, so a sharp eye is needed. Go right. We'll come back to this junction later, so remember the location.

If you follow the left fork, you will cross the full length of a meadow, and that's a no-no. When we arrived at this beautiful spot, a four-by-four had gone through leaving two wide tracks all the way across. It was the only thing that spoiled the view.

Continue to the right around the meadow and head south for approximately a mile to 8.7 miles to another fork. Look to the left and pick up the road, it goes up a steep pitch through the boulders. It doesn't look like the right way, but it is, so gas it and go. It was rocky and rather tricky but a lot of fun. You can go to the right as the roads rejoin in a while, but the tracks are faint, very rocky, and there's lots of overhanging brush. We used one going in and the other coming out, just for variety.

At 8.9 miles, a John Muir Wilderness sign appears. This is as far as you can go with a motorized vehicle. *Please obey the sign!*

If you run your scooter past the sign and are spotted by a ranger — and they do patrol up here — it's a trip to Bishop and a meeting with the Federal Magistrate. There are no alibis, and the fines are very stiff.

You can park the bikes and walk 100 yards or so up the trail to a beautiful unnamed lake. The fish were jumping, but unfortunately we carried no gear. As we took some photos a billion mosquitos enjoyed a free dinner on us, but the sight of this lake with the snow-covered Sierra as a background was worth a few bug bites. The lake will gradually disappear, the water plants are taking over, and probably in a hundred years it will become a lush meadow.

Retracing the route back to the big meadow at the 7.8 mile mark, go right. Start across and just as you enter the meadow proper, you will see an ill-defined two-track road going east, or to the left. Follow it across and start up the hill. This road up to the top of Wheeler Ridge was a little difficult to spot. The recent rains, heavy snow and downed tree branches had almost wiped out the first 200 feet.

This last winer was the most severe since 1969, and on some of our rides we ran into some rather strange conditions. Close to Mammoth there was deep snow at 8,000 feet, then none at 10,000. On this ride, there was no snow anywhere even at 11,000. Near Deadman's Pass on north facing slopes there wasn't enough for snowcones. One some pumice flats nearby (no trees and lots of sun) there would be huge snow banks. Some of the roads were quite dusty, but one inch down in many places you could almost make mud balls.

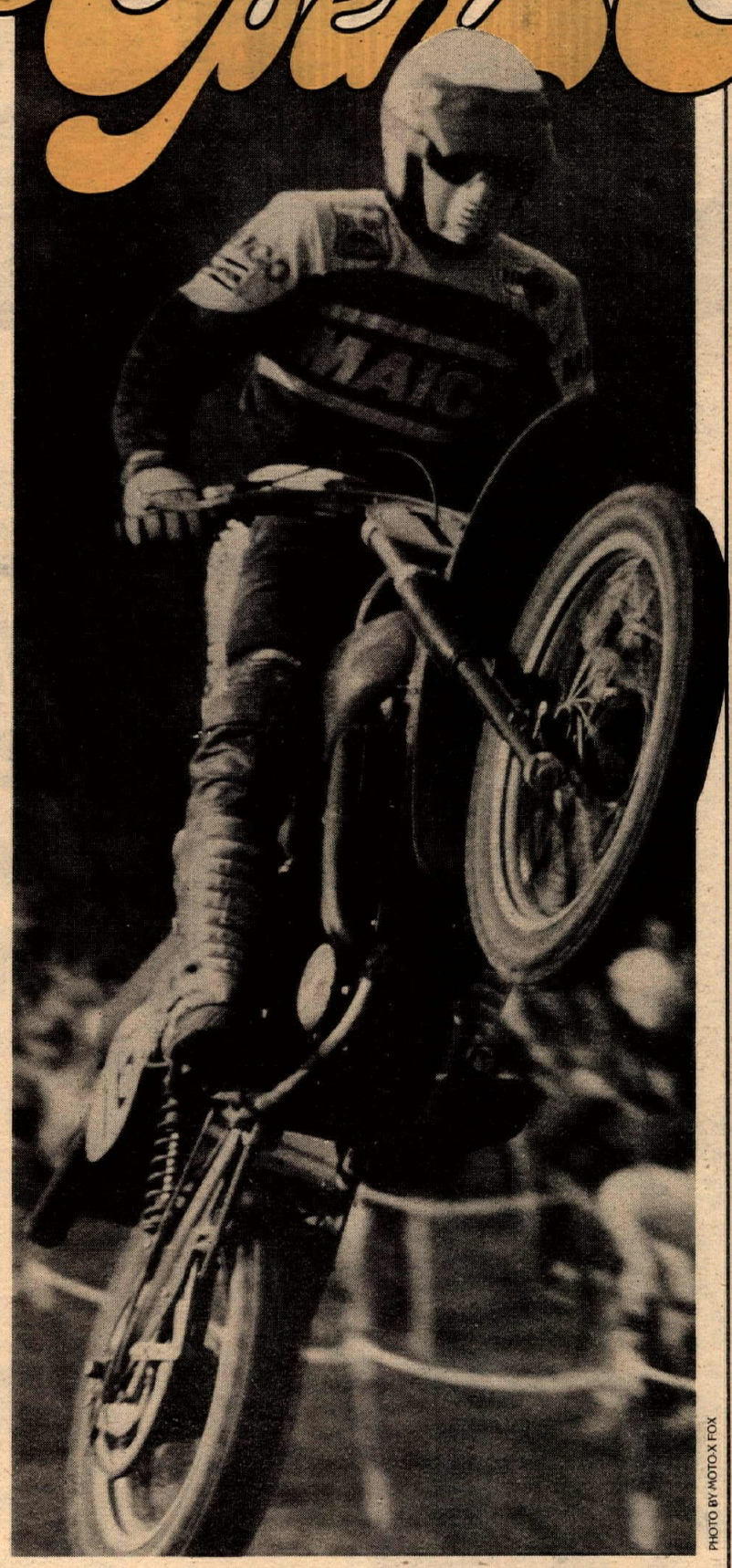
We started up Wheeler Ridge, and for 1.7 miles it was a very twisty, narrow climb. It was a continuous series of turns, some sharp 90-degrees and some 180's. These turns were through large boulders and snaggy tree roots. A trials rider would fall in love with this section!

With some 40-degree slope, constant right and left turns, and in one spot, a 270-degree turn up a solid set of rock steps made it a bit puckery. It was tough going up, but coming down I think it was even hairier!

Finally, it levels out and the crest is reached. You are at 11,000 feet and on the top of Wheeler Ridge. This is one

(Continued to page 47)

Open Class



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